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American Railroad Journal.

Saturday, November 20, 1852.

Railroad Convention at Springfield,

ON WEDNESDAY, NOVEMBER 10, 1852.

In our issue of October 9th, we gave a brief report of the doings of the General Railroad Convention at Springfield on the 24th and 25th of August last—the Journal of its proceedings having been published by order of the convention.

This convention adjourned to meet at the same place on the 10th of November, instant, at 2 o'clock P. M. The officers appointed at the first meeting were as follows:

PRESIDENT.

THOMAS HOPKINSON, of the Boston and Worcester railroad company.

VICE PRESIDENTS.

WM. W. BOARDMAN, of the New York and New Haven railroad company.
ISAAC SPAULDING, of the Concord railroad co.
JOHN P. JACKSON, of the New Jersey railroad co.
E. D. MORGAN, of the Hudson River railroad co.

SECRETARY.

WM. P. BURRELL, of the New York and New Haven railroad co.

ASSISTANT SECRETARY.

SOUTHWORTH SHAW, of the Boston and Maine railroad co.

The meeting on the 10th inst. was fully attended. Mr. Hopkinson, President of the Association, in the chair.

Hon. J. W. White, President of the Norwich and Worcester railroad company, chairman of the committee appointed at the previous meeting, on the subject of "competition" between different roads, submitted a report on the subject, with the following resolutions:

Resolved, That in the opinion of this convention the value of railroad stock would be much enhanced, and dividends increased, by a more harmonious action and friendly co-operation among all the lines of railways throughout the country.

Resolved, That in the opinion of this convention, whenever two or more lines of railway come into direct competition for freight or passengers, mutual forbearance should be manifested by all concerned, and every effort should be used by the parties, to benefit, rather than injure, each other.

Resolved, That whenever competing lines are unable to arrange their differences, this convention recommend that a third party be called in, either to act as a friendly adviser, or as legal referee.

On this report an animated discussion took place, in which Messrs Poor, White, DeWitt. Whittemore, Clapp, Hopkinson, Paine, Crane, Banks, Burden and Boardman took part, and the resolutions were unanimously adopted.

Mr. Phelps, of the New York and Erie railroad, called up the question introduced at the former meeting, in relation to the rule requiring passengers to purchase tickets before taking seats in the cars, and charging an additional sum for a neglect of this rule.

On this subject a long discussion was had, and a motion was made that all companies connected with the association should require the enforcement of previous payment, as an absolute rule.

The question was taken by companies, and adopted by a large vote.

Various other topics were introduced in relation to the railway management, which were referred to appropriate committees.

Mr. Jackson, of New Jersey, introduced a resolution to the effect that the compensation for carrying the United States Mail was altogether inadequate to the service performed.

This resolution was referred to a committee of five, who subsequently reported that the whole subject matter be referred to a committee of seven, with instructions to prepare forthwith a Memorial to Congress, and to the Postmaster General, and take such further measures as they might think necessary to secure the co-operation of the railroad interest of the country, and to carry out the views of the convention.

The report was adopted, and the following gentlemen appointed the committee:

Thomas Hopkinson, of Massachusetts.
John P. Jackson, of New Jersey.
Isaac Spaulding, of New Hampshire.
John A. Poor, of Maine.
Charles Paine, of Vermont.
W. P. Burrell, of Connecticut.
Mr. Phelps, of the New York and Erie railroad company.

On motion of Mr. Jackson, of N. Jersey, it was

Voted, That the President of the Association be invited to deliver an address before the Association at its next meeting.

After passing several votes of thanks, and providing for the publication of the Journal of the Proceedings of the Association, it was

Voted, That next meeting of the Association, which shall be regarded as the annual meeting, shall be holden at Saratoga Springs on the last Wednesday of June next, at which time the election of officers shall take place; and that all the railroad companies in the United States be invited to take part in its proceedings.

Thereupon the Convention adjourned.

Inland Commerce of the Mississippi Valley and the St. Lawrence Basin--Its Routes to the Seaboard.

The inland commerce of our country has attained such immensity of importance, as to occupy much of the attention of the shrewd, sagacious, and farseeing capitalists, statesmen, and merchants of this day. And yet, this commerce is generally but very badly appreciated, very imperfectly understood, and its importance greatly underrated by the vast majority of those who would wish to be classed with one or the other of those coteries just mentioned. It may be well understood that the great chain of American lakes have their natural outlet through the river and gulf of the St. Lawrence into the Atlantic.—And it is no less a fact of general appreciation, that the Ohio, Illinois, Tennessee, Cumberland, Iowa, Missouri, Wisconsin, Rock Island, Fever and Des Moines rivers, with many others, are tributaries to the great Mississippi, through whose channel these waters find their way to the Gulf of Mexico—more than four thousand miles distant from the outlet of the waters of the lakes at the Gulf of St. Lawrence. But it may not be a matter of such general knowledge, that the sources of these respective drains between the Alleghanies and the Mississippi, in the state of New York, Pennsylvania, Ohio, Indiana, Illinois and Wisconsin, are to be found in the most intimate association with their branches interlocking each

other. Indeed, the dividing line of the watersheds in these states, is so slightly marked by nature in the physical construction of the face of the country, that it is not unfrequently the case when the spring opens amid frequent rains, melting snows, and disembodied springs of the earth ejecting their contents at the bidding of the departing frost, causing temporary freshets, to see their waters unite in harmony and flow to the lakes sometimes, and at others to the rivers, as the attraction may for the time being, prove strongest. By this operation the southern gulf is robbed, at times, of a portion of the waters apparently designed for it; and again, the northern one is made to suffer a similar depredation. But in the end probably no great deficit is suffered on either side. We merely mention these natural phenomena, as typical of other features of this most interesting section of country. It is well known that the two great combinations of water here alluded to, drain the whole extended country between the Alleghany mountains on the east, and the Rocky Range on the west; that portion of it drained by the Mississippi and its tributaries being familiarly known as the Mississippi Valley; and that bordering the lakes and the St. Lawrence, as the great St. Lawrence Basin. And it is also a fact with which all geographers are quite familiar that so continuous and uninterrupted is the Alleghany Chain, that these channels are the only navigable outlets for the products of the valley and basin to the seaboard. But we have already said that no very perceptible elevation of the earth marked the dividing line between the sources of the rivers and those of the lakes, and it seems not improbable that this fact, and its consequent, the interchanging of the waters of the two, were designed to lead to that artificial union of these waters for commercial purposes, which has already taken place at various points. Hence, as we have seen the waters taking the opposite of their natural course in obedience to some freak of nature, so in consequence of slight changes in the markets, or the prices of freights, we observe the products of the earth seek a northern or southern outlet to the seaboard. The result is a blending by one common channel of the two great arteries of commerce which drain the basin and valley of their rich and varied products, and through which they are in turn supplied with those neceesaries and luxuries which are received in exchange.

This continuous channel forms a vast roadway, open to the common use of all, from the Atlantic to the Gulf of Mexico; and this stupendous highway, with its numerous branches, outlets and tributaries, is the theatre of the great bulk of our internal commerce. It is no part of our present purpose to enter into a history of this inland commerce or to detail its progress or its value. We have, daily, evidence before our eyes to convince us of the rapidity of the one and the immensity of the other; and the Atlantic cities are in the full enjoyment of the increase of wealth inuring from the trade occasioned by it.

The end of this article will be answered by an examination of the face of the country, and the several routes, artificial as well as natural, leading to the seaboard, with a brief comparative synopsis of their business, which may serve to show in some degree their relative importance.

The area of country embraced in the interior valley and basin has something over nine hundred thousand square miles with a population in 1850, of upwards of thirteen million people, or about 14 to the square mile. The land is nearly all of the most rich and fertile nature, susceptible of a very high state of cultivation. The face of that portion of the country drained by the Mississippi is nearly level, causing very few rapids in that stream or its tributaries sufficiently difficult to render serious obstructions to navigation. The surface of the river for miles north of the gulf is above the surrounding country, which is only kept from inundation by a sort of embankment. These features, of course, render this whole section peculiar in its adaptation to the construction of railways from the river back to the interior, at a trifling cost.

That division of the above area known as the St. Lawrence basin or Lake country, is slightly different in its conformation having in some parts a rolling surface, in others prairie, and in a few instances mountainous, but all bearing a rich soil, which yields a bountiful return for the labors of the husbandman. The first interruption to navigation in the lake chain, commencing at the western extremity of lake Superior and passing eastward is presented by the Falls in the St. Marie river at the Sault. A canal is about to be constructed around these rapids with sufficient capacity to pass the largest lake craft. It will be about one mile in length and must have a lift of lockage equal to about 19 feet. It will cost nearly half a million dollars.

Land has been appropriated by the general government of the United States, to aid the state of Michigan in building this work. Should that state proceed to construct the canal, however, it will still be a state work, connecting United States waters so that vessels sailing under United States protection will have to be under tribute to Michigan in passing this rapid. It is to be regretted, therefore, that as the general government is to stand the expense, it had not made the improvement on its own account, and retained it under its own control. The Canadian government have also the route surveyed on the Canada side for a canal, and will probably proceed at once to construct one of the largest capacity. The engineer recommends that the locks be 350 feet long in the chamber, 66 feet in breadth, and 10 feet in depth to the sills. Locks of smaller dimensions than the above would prove of little use five or ten years hence, and if Michigan is not soon awake to the importance of her responsibility in this matter, Canada will have the better channel, the more speedily completed. There is at present little freight passing from Lake Superior to the lower lakes, owing to those obstructions, but the Lake Superior country is rich in mines of iron and copper of the best quality in the known world, needing only the improvement contemplated to make them available.

Passing down Lake Huron and St. Clair river, its outlet, we reach Lake St. Clair, which, is a shoal water and threaded with an exceedingly narrow and circuitous channel carrying from eight to nine feet of water. Though not an interruption to the navigation of the Lakes, the St. Clair flats are a serious obstruction, at times, always requiring skillful pilots, daylight, and vessels of light draft to pass them in safety without lighting. The next impediment to lake navigation is the Falls of Niagara between lakes Erie and Ontario. The fall here is nearly three hundred feet; and, together with some rapids in the river St. Lawrence, and a desire of the people of the city of New York to secure a connection with the interior, led to the projection and construction of the Erie canal, connecting the waters of lake Erie at Buffalo with those of the Hudson at Albany, and forming an artificial outlet to the Atlantic, for the Upper lakes. The opening of this new outlet was soon followed by the construction of the Welland canal on the part of the Canadian government, through Canada, in order to admit the passage of vessels from lake Erie to Ontario, and secure the lake commerce to the St. Lawrence. The St. Lawrence canals around the rapids in that river were also constructed by the same government, to give free passage to vessels to Montreal, Quebec, and the Ocean. The State of New York upon the completion of the Welland, constructed the Oswego canal in order to reach the trade of Lake Ontario, and the Champlain canal was also constructed to compass the commerce of the Lake Champlain and direct it to the Hudson and New York.

The Canadians also connected St. Johns and the St. Lawrence rivers by improvements which admit the passage of vessels from the St. Lawrence to Lake Champlain. Thus we see the St. Lawrence, the natural outlet for the waters of the lakes, has been made navigable, so that vessels may load at Chicago and without transhipment proceed to the Ocean; but it is also to be seen that this natural outlet has been tapped at Lake Erie, at Lake Ontario, and at the St. Lawrence, by water routes to divert the commerce of the West to the Atlantic, through the Hudson instead of the St. Lawrence.

This Northern or lake route has then these two outlets to the seaboard, while Pennsylvania through her canals and railways forms another northern outlet for a small portion of the trade of the country west of the Alleghanies. This might be looked upon as a formidable rival for the trade of the upper Ohio and a portion of the lake trade, did not those mountains almost preclude the possibility of a continuous water route. The heavy inclined planes now used in passing their summit can never, be made serviceable in the transportation of through freight, and even a railway on more favorable grades such as will soon be substituted, will be found far inferior to the capacity of the canal on either side of the ridge. Could a tunnel be made through the mountains for the passage of a capacious canal, there would a large portion of the commerce of the Basin and valley seek that route to the Ocean; but as it is, we shall see that for the transportation ot heavy and bulky articles of produce, railways bear a very insignificant comparison to canals, even when constructed on easy grades, and the disparity is many fold greater on such a road as the Portage railway in Pennsylvania over the mountains. This, however, is the third water outlet to the Atlantic. We have compiled some statistics of these different routes of trade from the great interior which we will here present. First, it will be necessary to premise that the Mississippi and the Hudson being the oldest routes are by far the most important so far as the amount of their commerce is concerned, and also have the most systematic mode of keeping their returns. We are therefore enabled to give their business for a series of years, while that of the St. Lawrence and Pennsylvania canals can be given for only one year and that but imperfectly, a mere estimate, upon the basis of the tonnage and valuation of the property transported on the New York State canals. Whether these two routes can hold out in the lead they have thus far maintained, depends almost entirely upon the management of the canal policy in the State of New York. Canada is fully awake to the importance of training the trade of the Basin for the St. Lawrence, and making Montreal and Quebec the depots. No pains or expense will be spared by her

government to secure these laudable and legitimate objects. Time alone will decide the result; whether the Empire State will suffer her prize in the western trade to grow no larger by the efforts of her neighbors to divert the increase from her public works, or whether she will prepare to transact all the business which offers, as cheaply and as speedily as any one else by enlarging her canals to such a capacity as will admit steam for a propelling power.

Value of property received at the seaboard via the:—

Years.	St. Lawrence.	Hudson.	Portage railroad.	Mississippi.
1851....	$9,153,580	53,927,508	125,035	108,051,708
1850....	.....	55,474.637	.....	106,924,083
1849....	.....	52,375,521	.....	96,897,873
1848....	.....	50,883,907	.....	81,989,692
1847....	.....	73,092,414	.....	79,779,151
1846....	.....	51,105,256	.....	90,033,256
1845....	.....	45,452,321	.....	77,193,464
1844....	.....	34,183,167	.....	57,196,122
1843....	.....	28,453,408	.....	60,094,716
1842....	.....	22,751,013	.....	53,782,054
1841....	.....	27,225,322	.....	45,716,045
	$484,924,474			$857,658,164

Of the receipts at New Orleans, cotton, hemp, tobacco, sugar, molasses, pork, bacon and lard from the leading articles, the former great staple constituting nearly one half the whole value of her imports from the interior. Of sugar and molasses the whole estimated crop is included, much of which, of course, is never landed on the levee at New Orleans, though it enters into the commerce of the city, in the shape of commissions, advances and sales.

Value of cotton, hemp, tobacco, sugar, molasses, pork bacon and lard, at New Orleans, during a series of years, ending September 1st.

	Cotton.	Hemp.	Tobacco.	Sugar.	Molasses.	Pork.	Bacon.	Lard.
1851.....	$48,592,222	$257,235	$7,291,765	$11,827,350	$4,026,000	$5,250,541	$6,348,622	$3,925,845
1850.....	48,756,764	452,088	7,736,600	12,678,180	2,625,000	4,134,632	5,879,470	3,381,404
1849.....	41,886,150	695,840	6,166,400	12,396,150	2,400,000	6,632,554	2,992,787	5,024,340
1848.....	30,844,314	436,832	3,938,290	8,800,000	2,288,000	6,621,911	2,989,385	4,970,113
1847.....	35,200,345	410,096	3,430,544	9,600,000	1,920,000	3,934,047	2,098,788	4,611,050
1846.....	32,589,436	903,570	3,604,468	9,800,000	1,440,000	4,511,162	2,935,349	3,804,515
1845.....	33,716,256	309,800	4,144,562	10,265,750	1,710,000	3,666,054	1,671,855	2,729,551
1844.....	23,501,712	462,740	3,697,390	9,000,000	1,260,000	2,651,172	906,970	1,707,211
1843.....	.....	.....	.....	.....	.....	.....	.....	.....
1842.....	.....	.....	.....	.....	.....	.....	.....	.....
1841.....	24,425,115	18,165	3,699,160	3,600,000	450,000	1,542,467	521,912	1,138,919

The year 1851 in the above table ended Sept. 1st, 1852, and so of all the rest, relatively, as that is the date of the commencement of the business year in New Orleans. It will be observed that the above eight enumerations comprise, on the average, nearly four-fifths of the whole value of imports for a series of years, the remaining fifth being composed of numerous less important articles.

Value of each class of property, reaching tide water on the Hudson, during a series of years, ending Dec. 31st.

	Products of the forest.	Agriculture.	Manufactures.	Merchandize.	Other articles.
1851.....	$10,160,656	$36,394,913	$4,335,783	$329,423	$2,706,733
1850.....	10,315,117	38,311,546	3,960,864	063,615	2,323,495
1849.....	7,192,706	38,455,456	3,899,238	508,048	2,319,983
1848.....	6,909,015	37,336,290	3,834,360	593,619	2,210,623
1847.....	8,798,873	54,624,849	6,024,518	517,594	3,127,060
1846.....	8,569,291	33,662,818	4,805,799	276,873	3,770,476
1845.....	7,759,596	27,612,281	3,432,269	88,497	3,559,658
1844.....	3,716,032	21,030,065	3,489,570	86,153	2,328,526
1843.....	5,956,474	18,211,629	2,561,159	56,224	1,667,922

This gives some idea of the "down" trade, or the value of the products of the interior which are exported to the seaboard. These products being easily defined, and put up generally for transportation in uniform packages, their value is easily arrived at; but that of merchandize, sundries, etc., shipped from the seaboard to the interior, is more difficult to obtain. The following estimates, however, have been made by competent persons which are probably very fair approximations, though, we think on the average they are too low. They are as follows:

Value of property sent from the seaboard to the interior, via the:

	St. Lawrence.	Hudson.	Portage railroad.	Mississippi.
1851..	$10,956,793	80,739,899	2,779,731	12,958,294
1850..	.....	74,826,999	.....	10,885,7?5
1849..	.....	78,481,941	.....	10,050,697
1848..	.....	77,477,781	.....	9,380,439
1847..	.....	77,878,766	.....	9,222,504
1846..	.....	64,628,474	.....	7,222,941
1845..	.....	55,453.998	.....	7,345,010
1844..	.....	53,142,403	.....	7,826,739
1843..	.....	42 258,488	.....	8,170,015
1842..	.....	32,314,798	.....	8,031,190
1841..	.....	56,798,447	.....	10,256,322

In this latter table it will be observed that the estimates for the St. Lawrence and Portage railroad are only for last year, while those for the New York State canals and New Orleans are for eleven years. In the case of New York the figures of the Auditor of the canal department are taken, whereas in that of New Orleans, it is estimated that her shipments to the interior equal her foreign importations. This may be wide of the mark either way, but it is the only method which presents itself as an approximation. Having seen the value of the "down trade" by the different routes, we will now present the "down" tonnage, naming some of the principal articles for 1851 only:

Articles.	St. Lawrence. tons.	Hudson. tons.	Portage railroad. tons.	Mississippi. tons.
Lumber.....	62,351	711,731	10,100	.....
Timber.....	9,895	84,755	.....	.....
Shingles.....	217	7,185	75	2
Staves.....	9,177	77,652	..	58,552
Furs.....	.....	242	..	500
Ashes.....	5,576	7,271	..	...
Flour.....	70 966	362,714	7	100,138
Wheat.....	16.867	94,910	.	5,193
Corn.....	3,052	221,633	.	109,989
Oats.....	1,746	57,509	.	6,949
Barley.....	69	43.426	.	.....
Rye.....	284	8,083	.	.....
Cotton.....	11	110	.	321,566
Tobacco.....	135	1,851	3	54,187
Hemp.....	74	580	.	2,858
Beef.....	89	12,215	.	9,077
Pork.....	3,454	7,203	.	47,205
Bacon.....	164	5,452	4	37,291
Butter.....	1,122	4,784	.	2,417
Cheese.....	37	12,801	.	1,811
Lard.....	150	5,407	.	22,766
Tallow.....	413	122	.	196
Potatoes.....	403	17,949	.	22,809
Wool.....	15	5,259	.	.....
Leather.....	..	4,102	2	.....
Eggs.....	..	1,838	.	.....
Lard oil.....	6	1,204	.	2,117
Oil cake.....	.	3,405	.	.....
Sugar.....	.	.....	.	118,278
Molasses.....	1	.....	.	91,500
Lead.....	.	8	.	9,592
Railroad iron...	.	.	.	.....
Castings.....	77	1,224	.	.....
Blooms.....	..	16,675	.	.....
Nails & spikes.	..	.....	1	.....
Pig iron.....	66	2,958	.	62
Coal.....	86	13,655	2,682	85,000
Whiskey.....	649	13,938	51	29,270
Salt.....	134	6,408	..	.....
Merchandize...	923	4,580	97	.....
Sundries.....	141,412	74,722	674	153,350
Total tons...	329,621	1,977,151	13,696	1,292,670

This table exhibits the tonnage arriving at the Hudson, as much in preponderance of the other routes although the Mississippi may exceed it in value. It will also be seen that Philadelphin is indebted for her inland commerce not so much to the region west, as east of the mountains. She has in her coal and iron mines and ample agricultural resources, abundant food for an immense inland railway and canal commerce. The canals of Pennsylvania west of the mountains, appear to feed the commerce of the Ohio at Pittsburgh; and those east that of the seaboard at Philadelphia.

It is to be regretted that so little regard is paid to arranging and collecting statistics of our inland commerce by the various States in which the great lines are situated. The State of New York is the only one which compiles full reports of traffic, tonnage and valuation of the commerce of her Public Works. Such reports are not only interesting but they are extremely valuable to business men. They are the means of acquainting the producer, the forwarder, the vender, the broker and the consumer, with the probable stocks, the rapidity with which those stocks are coming forward to market, and the probable effect on freights, prices and demand.—This information if published weekly with official correctness would prove invaluable to the community. It would enable business men to operate intelligibly, by furnishing them data upon which to base their calculations. It would acquaint ourselves and foreigners, by comparisons of corresponding periods of the several years, and of the totals at the close of each year; of the extent and progress of our internal trade. But, this is a digression, suggested by the difficulty always encountered in this country in procuring reliable statistics

of trade. England has her Board of Trade whose monthly returns show her merchants and manufacturers, and producers, the transactions of the previous month with great exactness, and these returns are at once sent by steam or electricity to Liverpool, Manchester, and Birmingham, whence they are distributed to all parts of the world. Every merchant in the foreign trade looks for them with interest. Why may not the United States have a "Bureau of Commerce" attached to the Treasury department to answer the same purpose with the English Board of Trade, returns from which may be published at the close of each month, quarter and year? Its organization would be easy, and under proper regulations and superintendence, would prove of incalculable value to the country, both at home and abroad. This fact and the preceding query are the result of the digression from which we will now return.

The Mississippi hitherto has stood alone, and unrivalled as the Southern route; and it will continue for a long time to come the only Southern water route. But railways will soon be opened which will contribute much to the trade of other Southern ports, than New Orleans; without, however, detracting much from those sections of country which furnish her trade. The traffic of railways is generally created by bringing the country which they pass within reach of a market, which, previously made no demand upon it. While, therefore, Savannah, Charleston and Mobile are to be vastly benefitted by the trade their railways will bring them, it will not be by diverting traffic, other than passenger, from the river. Many lines of railway are about being opened which will prove as auxilliaries to the great southern route, some of them terminating at New Orleans, Mobile, Savannah and Charleston, and their tendency will be, to greatly increase the tonnage to and from the interior to the seaboard, beyond anything we have yet seen or predicted. And it will be done mainly by opening up resources, and reaching points, which have heretofore been unproductive on account of their inaccessibility.

On the other hand, we have seen that the northern route has three water outlets, delivering at tide water a "down" tonnage of 2,320,468 tons, against 1,292,670 tons by the Mississippi during the year 1851. It should be remembered to, that the latter is open for navigation the whole year, while the northern route is closed upon the average about five months per annum. Besides this immense water tonnage, the New York and Erie, New York Central and the Northern lines of railway, have delivered at tide water an aggregate of no less than 228,107 tons, valued at $11,405,300.

According to the figures thus far presented, then the seaboard is indebted to the interior for 1851—in 3,841,245 tons of property worth.....$182,663,140

The interior is indebted to the seaboard for property valued at.....$151,990,717

Credit to interior..... 20,672,423

It is generally supposed, and the evidences of exchange seem to favor such supposition, that the interior is in debt to the seaboard. Such is no doubt the fact with regard to new countries which have all their improvements to make, their lands to clear up, cultivate and stock before they become profitable, which is much the case with the inhabitants of the valley and basin. The light and costly goods, jewelry, silks, etc., sent west by express, are not included in the above estimates, and if the value of such freight could be accurately computed, it would no doubt more than square the account. There is, however, little confidence to be placed upon the valuation of "merchandize." In the canal estimates upon the New York canals, it is doubtless estimated at too low a rate per ton. At least, as before remarked, these estimates of the value of up tonnage, are but the merest approximations, under the present mode of classifying that species of freight.

From the foregoing it may be seen that, while the value of products of the interior seeking the seaboard is by the Southern route as about ten, to seven by the northern route, so the value of the return merchandize, etc., going by the northern route is as about thirteen to one. Hence, there should be a very great preponderance in the value of western, over eastern freight, on the Northern route.—That such is the faet, the returns of exports and imports at the upper lake ports abundantly testify, the latter in many cases being from three to four hundred per cent. greater than the former.

But if the inland commerce arriving at, and departing from the seaboard, is so considerable, what must be the amount in value, and the gross value, of exports and imports, at the several inland ports? To how many people must its transport, transhipment, storing, handling and selling, give employment? How many tons of boats and shipping are employed? How much fuel is consumed in steam? How much capital is invested, in purchasing, insuring, transporting and exchanging? These are all questions, fraught with deep interest, to all those at all interested in the progress of civilization, commerce, science and the arts. They might be intelligibly answered too, if a proper system for the collection and arrangement of statistics, were established. As it is, however, we can give a few of the most careful estimates, based upon the most authentic returns obtainable from time to time and arranged [illegible]. These estimates have always been computed as below the mark, from the fact, that many ports make no returns at all.

The United States has over 3,000 miles of Lake coast, and some 30,000 miles of navigable rivers; to which should be added about 3,000 miles of canal, composing a total of not far from 36,000 miles of inland water navigation. The gross value of the commerce of the lakes alone, in 1841, exclusive of cost of tonnage, passage or express business, was $65,000,000; in 1846 $123,000,000; in 1848, $186,000,000, and in 1851 it was $326,000,000. The unparalleled increase during the last three years is owing to the opening of so many new lines of railway at various points intersecting the lakes, and cheapening the prices of transportation from the interior to the lake shore. The enrolled tonnage of the lakes in 1841 was 56,252 tons; in 1846, 106,836 tons; and in 1851 it was 215,975 tons, being an increase in measurement of nearly four hundred per cent in ten years, while the increase in capacity owing to a substitution of steam for sail, as a motive power, both for propulsion and handling freight, is much greater still. The gross tons entered at all the lake ports in 1851 are estimated at 9,469,506, and cleared 9,456,346. The steamboat tonnage of the western rivers in 1842 was 126,278 tons; in 1846, 249055, and in 1851, it was reported by Secretary Corwin, at 135,559 tons. If there is no error in either of these statements of tonnage, then, the capacity of the tonnage must have been greatly enlarged lately, by quickening the speed and making a greater number of trips. It is most probable, however, that many old worn out craft, were computed in 1846, while in 1851 only the working enrollments were taken into account. The rivers employ 558 steamers; and the lakes 157. The original cost of the whole sail and steam tonnage on the lakes and rivers in 1851, was about $21,838,000. The total net money value of all the property transported on the Lakes in 1841, was estimated at $33,000,0000; in 1846 at $63,0000,000; in 1848 at $93,000,000; and in 1851 $161,000,000. That of property transported on the rivers of the valley in 1842, was estimated at about $130,000,000; in 1846 at about $184,000,000, and in 1851, at about $275,000,000. This gives an aggregate money value for 1851, of interior Lake and river commerce of about $438,000,000, an amount far exceeding our foreign commerce, exclusive of specie. But if we add to this the enormous coasting trade of the United States, including California, the amount would more than double our foreign commerce.

This, it will still be observed, is independent of the railway and canal commorce. The total movement of the New York canals alone in 1851, about 860 miles in length, was 3,582,733 tons; valued at $159,981,801, and paying tolls to the State of $3,329,727. It is estimated that in this navigation 4,047 boats are employed, with an aggregate of 263,290 tons. The amount paid for transportation on these canals, in addition to the above amount of toll to the State, is estimated to have been about $2,500,000. This latter, is the amount paid to the forwarder to indemnify him for carriage, wear of boat, horses, men, etc. These canals have cost the State upwards of $39,000,000, besides the annual charges for repairs and maintenance. The State has received in tolls from the canals since 1824, $50,413,780.

The railways of the United States in operation comprise about 15,000 miles, at an average cost of, say $25,000 per mile; making an aggregate expenditure of some $375,000,000. Nearly all of this railway that has affected the lake and river trade, of 1851, has been opened since the commercial returns of 1848, or at least a large proportion of it, and it has been seen that the results are beyond all anticipations. But, the business of 1851 was benefitted by less than 10,000 miles of railway, whereas, in 1855, we shall have in operation over 20,000 miles, penetrating the agricultural and mineral hearts of almost all the Western States. What must result from the opening of so many feeders to the great through water routes?

It has been observed that the amount of inland commerce reaching the seaboard is but a tithe of the "total movement." It is only the surplus that seeks a foreign market, while the great bulk, the unmeasured, unfathomed mass, is consumed, changed and interchanged among the several States. A little of it adheres to the hands of every person who touches it, as it were; it pays to every exchanger, transporter, and laborer, its stipend as it passes about to its place of consumption. It is, most unquestionably, a good thing to have a foreign commerce through which to dispose of our surplus products, but we should not, for this, sacrifice the internal commerce, so much more valuable to the whole country, and without which our foreign commerce could not survive a single day.

In concluding this subject, the question naturally suggests itself; if such has been the progress of our inland commerce during the past thirty years, what is to be its future? If such results have followed the partial opening of the resources of the new States by water routes, what is to follow the perfect exhumation of the interior of all the States

by means of the iron tracks which are to act as feeders to the great Northern and Southern water routes? The year 1860 will dawn upon an internal traffic in the United States valued at no less than $1,800,000,000, including lake, canal, river, and railway. And there will be but little rivalry between the different routes. They will work harmoniously together, mutually assisting each other and all will be fully occupied. The immense heavy products of the Southwest will continue to float down the Mississippi, to the Gulf of Mexico, in great profusion and increase. Much has been written and said of turning the tide of the Mississippi trade north. Above certain lines where the distance is greatly in favor of the Northern route, some of the present trade, and perhaps, all the increase will take the Northern route during the season of navigation. But the increase of trade south of those lines which will be induced by the opening of projected improvements, will far exceed the amount diverted. The strife now exhibited in procuring means for diverting trade from existing routes will disappear, in the inability to carry off the augmentation. Suppose the Mississippi and the Northern water routes now to have a "total movement" of 10,000,000 tons, which is probably not very wide of the mark, how many railways like the Erie, Northern, and Baltimore and Ohio, will it take to carry the present tonnage. And how long will it take to construct them? It would require ten railways, each, with double tracks stretching from Boston, New York, Philadelphia, and Baltimore, to New Orleans, via the Mississippi valley and the Lake Basin, making at least 40,000 miles of track which would cost at least $600,000,000, and take ten years to build. In the meantime, our commerce would have doubled twice, crowding both water and land routes to their full capacity. So this will not do. Our canals in New York, Pennsylvania, Ohio, Indiana and Illinois, must be enlarged, within the next ten years, to a capacity which will admit boats to pass drawing six feet of water, with steam for a propelling power, and stowage for 2,000 bbls of flour. Freight must be handled by steam, and transit expedited in all possible ways by water. Railways will feed water routes with freight from the interior, the through lines carrying express freight ot a light and costly character, and passengers. At least such are our conclusions from the foregoing promises. The great united Northern and Southern routes must always continue the great highways for the products of the interior, upon which they will be exchanged among the States, and the surplus find its way to the seaboard. By them the Northeast and Southwest will be for ever united, while the numerous iron ways intersecting them at various points, will weld together all the various interests of the several States, in such a bond ot Union as will prove forever inseparable. N.

New York.

Northern (Ogdensburgh) Railroad.—There is a large quantity of freight pouring in at Ogdensburgh, and a very large increase in the amount sent eastward. The daily receipts of flour at Ogdensburgh are about 8,000 barrels. From the opening of navigation to Sept. 30, the receipts of different kinds of produce, according to the Ogdensburgh Daily News, were as follows:

Flour	426,122	bbls.
Wheat	543,289	bush.
Corn	296,261	"
Oats	30,000	"

In the wheat warehouse, over 800 000 bushels had been stored and passed through.

Pennsylvania.

Philadelphia, Easton and Water Gap Railroad.—The committeee recently appointed to prepare an address to the citizens of Philadelphia and Pennsylvania, interested in the completion of a railroad between that city and the Northeastern section of the State, have finished their task. We think the tone of the address is rather too warm—but if the rivalry and aggressions of cities, eager for commercial domination, had always been confined to the construction of railroads, and the sole instruments to decide their contests the locomotive and the cars, the world would be far happier than it is.

After this contention of building railroads, cities will begin to find their prosperity increased even by the diligence and labors of their rivals.

The views of the address are in the main contained in the extracts given below.

It is proposed, first to construct the road to the Lehigh river, and form a connection with the road now located and about to be commenced, extending from Easton to Mauch Chunk, whence one line will diverge west to the Susquehanna, towards Williamsport, and another line towards Wilkesbarre to be continued north westward along the valley of the North Branch.

This will at once place the whole of the Lehigh Valley in direct uninterrupted communication with our city, and thereby make the Lehigh railroad a continuation or extension of the Philadelphia line, whereas, if the road under consideration be not built, then the Lehigh road, connecting at Easton with the New Jersey Central railroad, will open to a neighbor city a continuous iron route through the Lehigh Valley, and pour into her lap the full measure of its precious treasures.

Shall this be permitted, even while its prevention, which is a bounden duty, will also be a work of profit? Again, the Morris and Essex railroad which is now open from New York to Dover, a distance of 44 miles, will ere long reach across the State of New Jersey to the Delaware Water Gap. From Great Bend, an important station on the New York and Erie railroad in Susquehanna county, a railroad 50 miles in length, is now in operation to Scranton in the Lackawanna valley. From Scranton to the Delaware Water Gap, the Cobb's Gap railroad company has had a route surveyed, and await a fitting time to commence the work. Hence when this period shall arrive, by extending the proposed Philadelphia road from the Lehigh river to the Water Gap, there will be opened from our city a great unbroken line of railroad, passing through our own extreme northern counties into western New York and on to the Lakes and Canada?—Whereas, if the link referred to be not made, our watchful neighbor will have a direct line of railroad reaching to Scranton, and thence ramifying in all directions through and beyond the Lackawanna and Wyoming valleys.

In truth, Philadelphia has only to construct a railroad hence to the Water Gap, to ensure connections with other roads, which will enable her to command the trade of the border countfes of Pennsylvania and New Jersey, and at the same time open to her enterprise the twenty-three populous productive and prosperous counties of western New York.

The physical topography of the country between the Hudson river and the western Lakes, presents but two practicable routes for railroad; one of these routes is occupied by the Albany and Buffalo line of railroad the other by the New York and Erie railroad. The ridgy barriers, raised up by Nature compelled the location of the first in the Valley of the Mohawk, and the latter in the Valleys of the Delaware and Susquehanna, in our own State.—From Syracuse on the Albany and Buffalo route, and Great Bend on the New York and Erie route, the distance will be less to Philadelphia than to the city of New York. Thus, when the great projected cross line of railroad, sweeping North and South from Philadelphia to Lake Ontario, via the Water Gap, Great Bend, Binghamton, Syracuse and Oswego, shall be completed throughout, under all its separate organizations, only one of which now relies upon Philadelphia for aid, our city will be nearer, in miles distance, to the waters of Ontario and Niagara, tne cities of Buffalo and Dunkirk, and all the intermediate points between Lake Erie and the longitude of Binghamton, than the city of New York! Then Philadelphia, armed as well with the weapons of aggression as defence in the ceaseless strife for trade, will make her power felt in localities which have heretofore poured all their wealth into the coffers of her neighbors.

The mineral and other resources of the Lehigh region is summed up thus:

The quantity of coal sent to market from the Lehigh region, in 1851, was derived from the following sources. The trade for 1850 is also given for comparison:

	1850.	1851.
From mines worked by the Lehigh company	424,258	393,353
From the Rhume Run mines	.....	87,471
Total from the Co's mines	424,258	480,824
Beaver Meadow mines	27,521	42,263
Spring Mountain "	43,793	116,517
Coleraine "	2,076	39,523
Hazleton "	53,236	113,355
Cranberry "	22,493	30,651
Sugar Loaf "	11,106	36,636
Buck Mountain "	103,937	104,456
Wilkesbarre coal Co's mines	35,156	25,072
	721,622	989,296
Increase in 1851		266,674

The distribution of coal in 1851, was as follows:

	Tons.
Consumed on the line of the Lehigh canal	169,693
Passed into the Morris canal	137,237
Entered the Delaware division of the Pennsylvania canal	691,810

Statistics of counties in the Lehigh, Upper Delaware and Upper North Branch Valleys, prepared from the Census Returns, 1850:—

Counties.	Population.	Dwellings.	Farms.	Man. Establishments.	Area in Sq.M
Northampton	40,234	6,836	2,102	424	370
Lehigh	31,479	5,589	2,874	270	350
Carbon	15,686	2,544	246	158	400
Monroe	13,270	2,155	904	76	600
Pike	5,881	964	370	40	600
Wayne	21,890	3,710	1,336	200	700
Susquehanna	28,688	5,203	3,909	322	797
Luzerne	56.072	9,587	1,938	175	1,400
Wyoming	10,655	1,834	895	59	400
Bradford	42,834	7,391	5,096	562	1,174
Total	267,687	45,822	18,870	2,286	6,791

These are the counties, in number half a score, whose trade is imperiled. Will Philadelphia hesitate to provide the bands of an iron union whereby she may reserve them as profitable customers and faithful allies?

The amount of freight transported on the Lehigh canal, in 1851, ascending, was 62,415 tons; descending, 1,000,391 tons, making a total of 1,162,806 tons.

The original cost of the Delaware Division of the Pennsylvania Canal, from Bristol to Easton, sixty miles in length, was $1,300,000 00

Amount of tolls collected in 1851	$253,873 43
Total Expenditure in 1851	57,263 15
Excess of Receipts over Expenditure,	$196,610 28

The amount of tolls collected at the respective offices, was as follows, to wit:—

	1850.	1851.
Easton	$173,650 09	$204,352 44
New Hope	18,865 21	23,688 16
Bristol	22,832 57	26,832 83
Total	$215,347 87	$253,873 43
Increase of revenue in 1851		38,525 55

Profits in 1851, equivalent to legal interest on a principal of $3,276,838 00, or fifteen and one-eighth per cent, on the original cost of construction.

EXHIBIT of the quantity of Anthracite coal sent to market from the Leigh Region, from the commencement of the trade in 1820, to 1851, inclusive.

Years.	Tons	Years.	Tons.	Years	Tons.
1820....	365	1831....	40,966	1842....	372,546
1821....	1,073	1832....	70,000	1843....	267,793
1822....	2,240	1833....	123,000	1844....	377,000
1823....	5,823	1834....	106,244	1845....	429,428
1824....	9,541	1835....	131,250	1846....	523,002
1825....	28,393	1836....	148,211	1847....	643,973
1826....	31,280	1837....	223,902	1848....	680,745
1827....	32,074	1838....	213,615	1849....	801,246
1828....	30,232	1839....	221,025	1850....	722,622
1829....	25,110	1840....	225,318	1851....	988,296
1830....	41,750	1841....	143,037		

QUANTITY of Anthracite coal sent to market from the Wilkesbarre and Lackawanna regions from the beginning of the trade to 1851, inclusive.

Years	Lackawanna.	Wilkesbarre.	Years.	Lackawanna.	Wilkesbarre.
1829....	7,000		1841....	192,270	
1830....	43,000		1842....	205,253	47,346
1831....	54,000		1843....	227,605	48,900
1832....	84,600		1844....	251,005	115,906
1833....	111,777		1845....	273,435	178,401
1834....	43,700		1846....	320,000	192,503
1835....	90,000		1847....	388,203	284 398
1836....	103,861		1848....	437,500	237,271
1837....	115,387		1849....	454,240	259,080
1838....	78,207		1850....	550,417	242,250
1839....	122,300		1721....	795,095	336,000
1840....	148,470				

The amount of tolls collected on the Wyoming Valley, on the State canal, in 1851, was $138,991.

The great bulk of the business of the Delaware and Hudson Canal, is furnished from north-eastern Pennsylvania, and the entire business of the Western and Lackawanna railroad is from the same region. The revenue collected at several of the depot stations, on the New York and Erie railroad, is also due to the same source.

Such a magnificent and inexhaustible supply of wealth may indeed stimulate to exertion, without the introduction of envy at the prosperity of a rival city, or the prospect of making reprisals on the trade heretofore belonging to her. We look on the growth of Philadelphia and New York as by no means incompatible, and hope that both cities will not only be supplied with cheap coal but stretch their iron arms in all directions over the surface of a free and common country. The iron arms will soon be taxed to the uttermost to compass the demands made upon their capacity. If Philadelphians need any arguments, in addition to the promptings of self-interest, to wake them up to the necessity of accommodating the wants of the trade of their State they will find them in the address.

Mississippi Repudiation.

One incident of the late election must be universally gratifying. The people of the State of Mississippi, have voted to pay the bonds of the Planter's Bank, and thus remove the stain of repudiation which has hitherto rested upon their State. The history of this debt is interesting. Under the old Constitution of Mississippi, the State chartered the "Planter's Bank of the State of Mississippi," with a capital stock of $3,000,000. Of this capital, two millions were reserved to the State, and the remaining million left to individuals, was subsequently increased to $2,000,000. The individual stockholders paid up; but the State only subscribed and sold its bonds for $500,000 of the amount reserved, the bonds not being issued to the Bank, but negotiated abroad by Commissioners. The Commissioners and a majority of the directors of the Bank were appointed by the Governor. The debt thus created was recognized under the new Constitution of 1832, and, as such, was approved by the people of the State. The bonds, meanwhile, sold above par, and from 1830 to 1840 the State received her dividend on the stock—generally 10 per cent. per annum. The dividends thus served to pay the interest on the bonds, and left 4 per cent profit to the State on its $2,000,000 of stock. This stock was subsequently invested in the Natchez railroad, and was there sunk, together with the Sinking fund created to meet the bonds. The latter issue of bonds are due in the year 1861, 1866 and 1871, and the question at the late election turned upon their payment. The result of the race is highly gratifying, as indicating a purpose on the part of the people, to restore the credit and reputation of the State.

Malleable Iron and Railway Axles.

The changes in the texture of malleable iron produced by mechanical action is a subject of great interest to the engineer. A paper originally published in the London Civil Engineer and Architects' Journal, gives the results of a series of experiments by G. B. Thorneycroft, presented at a meeting of the Association of Civil Engineers. We copy the following:—

Compression, or impact upon the end of a bar of iron, will alter its texture from a fibrous to a granular character. This is well exemplified by two tools used by forgemen. The first is the "gag," which is a short bar of iron, of about two inches diameter, employed for holding up the end of the large helve during the intervals of working; it is subjected to impact endways whenever the lower end is placed on the anvil, and the other receives a vertical blow from the helve falling about an inch upon it. However fibrous may be the quality of iron used for making the "gag," it soon becomes brittle, and literally falls to pieces as if it were made of cast iron.

The second instance is that of the tool employed in puddling, one end of which is constantly subject to blows from a small hammer, in order to detach the metal which adheres to the other extremity; after being some time in use, it frequently breaks at a slight blow, exhibiting a perfectly granular fracture.

If a bar of fibrous iron be bent down at a short angle, the fibres of one side are compressed, and those of the other side elongated; and after being bent back again, the fracture on the compressed side will exhibit a granular appearance, having evidently lost the fibre and been broken off short.

A bar of iron reduced in the centre and used as the connecting rod of a steam engine, by being subjected to constant vibration, or bending, will soon break at the middle, and the fracture will be perfectly granular, although it may have been originally made of the best quality of iron. The connecting rod for working the large shears in rolling mills, and the rods of deep pumps, when they are so small as to bend or vibrate at each stroke, are further examples of this action.

Iron shafting in mills working horizontally being generally too strong to bend, or to vibrate, apparently retains its fibrous quality, even when twisted asunder by a sudden action; but if it be so deficient in strength as to bend and vibrate whilst at work, it soon loses its fibrous nature and is destroyed.

Railway axles should be made parallel from journal to journal, and of sufficient strength to prevent any vibration in rotating. If this general rule were adopted. there would not be any change in texture, and consequently, a less number of fractures would occur. If it be considered necessary to reduce the substance of the middle of an axle, it would be safer to use good granular iron at first, as it is naturally much stiffer and less liable to bend and vibrate than fibrous iron, and would probably not change its form so soon, or receive injury whilst working under ordinary circumstances. It is, however, the author's opinion that axles should be perfectly rigid, so as not to bend or vibrate, even if that should have to be accomplished by making them somewhat larger in the centre, like the connecting rod of an engine.

Many other causes of change could be adduced, but enough has been stated to prove that the compression of iron, when cold, is certain to change fibrous into granular iron, and that vibration or bending, even to a slight extent, if continued for any length of time, has the effect of compressing all the particles consecutively.

A series of experiments was carefully made for the purpose of ascertaining, practically, the best form for railway axles, so as to obtain the greatest strength with a given weight of material. From these experiments it would appear that the forms generally adopted are very erroneous, especially in reducing the substance of the middle of the axles, and in turning rectangular shoulders near to the journals; and they proved, that by simply moving the face of the wheel back from the neck of the journal, the strength to resist impact was increased in the ratio of 100 to 30; that the relative strengths to resist impact where there is no shoulder, and where there is one, is in the ratio of 155 to 55; that the strength of a parallel axle compared with one which has been reduced in the middle, is in the proportion of 5 inches to 1¼ inch. Again, it is well known that the strength of round bars to resist traverse strain is as the cubes of their diameters, which would give the parallel axle an advantage over the reduced axle in the proportion of 83-74 to 58-18: and as the same law obtains in reference to torsion, if the velocity is the same, the strength to resist torsion, will be in a like proportion.

If iron was fibrous when worked into an axle no subsequent jarring motion would alter its character. The granulation of iron might arise from various causes, but nothing so surely effected it as when a bar of iron was gradually bent, so that the fibres on the inner side would be compressed, whilst those on the outer side were extended; and as this process was continued, so the granulation progressed. Nicking the iron would not materially influence the appearance of its fracture, nor would a blow which merely caused a jar destroy the fibrous character of the iron. This was well exemplified by two pieces of iron exhibited, which had been used as liners for a tilt hammer. That portion of each which had been compressed by blows, was granular in its fracture, whilst that which had been subjected to constant vibration remained very fibrous.

With regard to the forms of railway axles, it appeared, from the experiments, that the nave of the wheel should not be placed close to, but at some little distance (say ½ inch) from the neck of the journal; also, that the shoulder behind the wheel should be entirely done away with; and instead of reducing the diameter of the axle in the middle, it would be advisable rather to increase its bulk at that point, like the connecting rod of an engine. No case had occurred in which the texture of a fractured parallel axle had been changed from a fibrous to a granular character, although a certain amount of granulation had been repeatedly observed with axles which had been reduced in the middle, and had then been broken in course of regular working. It appeared in all such cases as if there had been a progressive and alternate action of compression and extension of the outer fibres, from the bending of the axle whilst it was rotating; and that thus the granular fracture had been produced.

James River and Kanawha Canal.

We have received the report of the Hon, John Y. Mason, President of the James River and Kanawha company.

The works of the company are:

1. The Richmond dock, and the connection of the basin with the tide water.
2. The canal from Richmond to Buchanan.
3. The Blue Ridge turnpike and ferry.
4. The Kanawha turnpike road and river.
5. The third division or extension of the company's water line from Buchanan to Covington.
6. The Rivanna and Southside connections.

Of the present connection of the ship lock at Richmond, the President says:

The coffer dams and sheet piling are completed and the stone is all ready to be laid, prepared at a cost of nearly fifty thousand dollars, and as much force as can be advantageously worked is employed. Of the appropriation of $350,000 for the tide water connection there remains unexpended on that object about $60,000. The cost of the work will certainly exceed that sum, but the excess can it is hoped be met from the sale of property and the re-

venues of the company. The excess of cost over what was anticipated may be accounted for by the heavy amount of land damages and the expense of guarding by coffer dams and sheet piling the lock pit from the river and keeping it free of water from springs and soakage.

The second division of the canal has been opened during the present fiscal year, adding nearly 50 miles to the company's water line.

The interruption of navigation by ice was of greater duration during the past winter than in any former year, and the occurrence of two heavy freshets have seriously affected the business of the canal. The second division, for the first time in use, has suffered scarcely any damage, and this gratifying result furnishes conclusive testimony of the high professional skill with which the location was made and the heavy and expensive works of art have been constructed.

The difficulty of passing through Maiden's Adventure pond in low stages of water, has seriously affected the navigation of the canal for several years past. Temporary expedients, by efforts to stop the leaks of the old dam, were found to be ineffectual, and it was deemed most judicious to build a new stone dam. The material is excellent and the structure in which considerable progress has been made, under the personal superintendence of Mr. Duncan Grant, promises to be one of the finest works, as it is one of the most important on the line. The entire dam may be completed in the coming year.

The receipts from the canal from Richmond to Buchanan, during the last fiscal year, are	$269,210 81
The receipts from rents and scale house fees	8,238 16
Carried forward	$227,448 97
Disbursements for repairs, etc	$95,258.50
Net revenue	$182,190.47
Being an increase of	29,188.39
Estimated cost of repairs, etc	105,000.00
Actual cost	95,258.50
Less than estimate	$9,741.50
The amount of tonnage transported during the year ending 30th Sept., 1851, was	174,615 tons.
The tonnage for the last fiscal year, is	210,040 "
Increase	35,425 tons.
And the estimated value of the freight transported it is believed will exceed	$16,000,000
On the Blue Ridge Turnpike and ferry the recipts for the year, are	$703.33
Disbursements	805.37
Deficit	$102.04

On the Kanawha turnpike and river the receipts have been:

On the river	$9,915.21
Arrearages of tolls	1,082.74
	$10,997.95
Disbursements	5,520.54
Net income	$2,851.00

On the 3d division, including the extension of the company's water line from Buchanan to Covington, satisfactory progress has been made. The outlet lock at Buchanan is completed, and 4 locks placed under contract.

Of the Southside and Rivanna connections, the bridges at Bent creek and Hardwicksville are open to the use of the public—they will soon be entirely finished off. The connection by lateral canal, lock and dam at Cartersville, is also completed—the piers of the bridge at New Canton are finished, and the superstructure will be completed in a short time.

The gross receipts for the year were		$426,983.24
Disbursements, including dock		127,220.09
Net income		$299,763.15
Annuity to old James River company	$21,000	
Redemption of post notes, interest and dividend paid	1,116,78	
Interest on company's bonds, State bonds loaned	$243,018.95	
		265,135.73
Excess of receipts		$34,627.42
The estimate of the gross income was		332,000.00
The actual amount		$306,983.24

This estimate was based on the tariff of tolls then in operation—the tolls were reduced about 13 per cent. on the first of March last.

It is recommended that an application for a loan of $180,000 be made to the State. The estimated disbursements for the year commencing first Oct. last, are $524,846.28.

Receipts for same period from the canal and miscellaneous sources,	325,000 00
From western improvements in tolls and arrearages,	20,000 00
	345,000 00
A loan from the state to pay interest, etc.	180,000 00
	$525,000 00

The following is the concluding portion of the report expressing the views of the President on the future policy of the Company and the State:—

I have more than once expressed to the stockholders my views of the causes which have embarrassed the company. I have shewn that the mode adopted for extending the work, by means of borrowed capital, which carries interest from the date of the loan, and is, in effect, an annual dividend of six per centum from the commencement of construction of the work, before the company can charge or receive tolls for its use—a dividend larger than the average return of internal improvement companies, arising from their business after they are in full operation—and that it is an incubus which must oppress the company until its work shall have reached its western terminus. The subject is one of the gravest importence, and I trust, that in considering your memorials now before that body, the general assembly will, in its wisdom, devise some means by which the company may be relieved, and the securities of the state may not be exposed to the risk of being discredited at every recurring semi-annual period of payment of interest. The company must rely on its own revenues to meet its engagements, keep its works in repair, and complete those in course of construction, where practicable, with such aid as the state may grant; and hence, for the accomplishment of these ends, and in view of its just obligations to its creditors and the state, it appears to be obvious that no measure should be taken to reduce the present receipts, even with a belief of future increase from similar business on the canal, but its value will not be fully estimated until the improvement shall have reached the Ohio river, when, extending near five hundred miles in length, the transportation of freight in quantity not exceeding one third of its capacity to carry, with tolls of one cent a ton per mile, the revenue, without aid from the way freight, will reach five millions of dollars per annum—with a liberal allowance for expenses of repair and administration, the debts of the company will be speedily extinguished, and the stockholders, of whom the state is one to the amount of three fifths, will derive an income which will amply compensate for all the disappointments and delays and expenditures on the protracted construction of this magnificent work.

I have, in a former communication, informed you that a memorial had been presented to the legislature, in obedience to your resolution of the 26th of November last, and I have now the honor to communicate a copy of a memorial which was prepared in obedience to the instructions contained in your resolution of the 25th day of March last, and presented to the legislature, and will come up for consideration at its adjourned session. Events have justified the anticipation expressed in my last annual report, that "the legislature assembling under the constitution, may devise some general system, by which the great works of improvement will be completed, and its large investments in them be made productive." The whole subject was postponed, and will, I think, be adjusted at the approaching session, under circumstances more auspicious, by reason of the favorable results of the new revenue laws, which I learn will be presented to the general assembly. In the unfinished condition of the principal works of improvement in which the state has large unproductive investments, and for whose indebtedness it is interested as creditor, or responsible as guarantor, I have no doubt that it is the part of wisdom for the state to furnish the means of completion. It is confidently believed that such a provision will make the whole investment productive, and thus enable the state, with means derived from the works, to pay the debts contracted for construction, and give to the treasury a return from the stock by dividends, which will reduce the taxes of the people. And the complete execution of the works would enlarge our population, would multiply and give increased value to subjects of taxation, and exert the happiest influence in uniting the people of the whole state by the strong ties of mutual interest and ready commercial and social intercourse.

I doubt not that the stockholders will perceive that the president and directors have, in good faith, carried out their views expressed in their resolution of 26th day of March last, the effect of which will be to make at least for the present, a mixed improvement, partly of water line, and partly of railroad. I yield my own preferences to existing circumstances, because I believe that public sentiment, on which we depend for the means of extending this work, calls for a railroad connection which promises large benefits in carrying travellers and freight, and because the resolution looks to the ultimate establishment of a connection by an unbroken water line of the waters of the Ohio and the Chesapeake. I believe that the inadequacy of the railroad to transport all the freight which will offer, will shew the necessity of the water line with its greater capacity to carry burthen in larger quantity and on terms more favorable in the competition with northern improvements. And entertaining these views of the interests involved, whether connected with the company or not, I will promote your views to the utmost of my ability,—but it is due to candor to state, that while I would not urge the present construction of both the water line and the railroad, on account of the great outlay which would be required, I could not support any plan for the construction of the railroad which did not secure to this company the right of locating and constructing its canal on the location which nature has made practicable. If the developments of the future should demonstrate the necessity of both improvements, it would be an act of fatuity so to locate the railroad, as to place it beyond the power of the state hereafter to construct the canal without destroying the railroad. Your resolution looks expressly to the security of this ultimate object, and in this I fully concur. It gives me pleasure to state, that at a large and most enlightened meeting of friends of internal improvement, delegates of the people from almost every portion of the state, assembled in Union, Monroe county, in August last, the unanimous opinion seemed to be, that the chartered rights of the company should be respected, and that the connecting railroad, if authorized by the state, should be under the control of this company as a part of its improvement. It appears to me that there is no necessity for you to act on this subject again, until the legislature shall have passed an act or acts, which may require your assent to their provisions. It is not improper in this connection that I invite your attention to a supplemental report of Mr. Lorraine, an engineer in the service of the company, accompanying the report of the chief engineer, which clearly establishes on facts ascertained since his report laid before you at your last

general meeting, that the supply of water for the summit level may, with certainty, be obtained from Anthony's creek alone, and which thus establishes the feasibility of a water line across the Alleghany mountain.

American Railroad Journal.

Saturday, November 20, 1852.

New York and Boston Railroad.

It will be observed that the time for receiving proposals for the grading and masonry on this line, has been extended to the 5th of December, in consequence of the injuries sustained by the Chief Engineer. The proposals were to have closed on the 20th, but it is not expected that the Engineer will be able to attend to his duties at that date.

This is an important route, and it is to be regretted that any occurrence should contribute to delay its advancement. The business relations of these two great cities are now so intimate as to require a continued stream of travel to and fro. A well managed air line road will place them only about four hours distance apart. A line that will accomplish this, at a low rate of fare, must, inevitably, be thronged with passengers. A Boston merchant can then leave his counting room at ten in the morning, come to New York, go on 'change, dine and return home before bed-time. Stock in such a line can hardly fail to be a good investment.

Virginia.

South Side Railroad.—The annual meeting of the stockholders of the above company was held on the 20th of October last at Petersburgh, Va.

A resolution was passed at the called meeting of the stockholders on the 13th of July last, authorising the president and directors, a majority of the whole board concurring, to borrow for the purpose of completing the road to Lynchburg, a sum not exceeding $800,000, upon such terms, and payable principal and interest at such times and in such places as to them might seem best; and further authorising them to issue the bonds of the company, with coupons attached, signed by the president and sealed with the seal of the company; and as a further security, to execute a mortgage on all the property and works of the company.

This resolution was amended at the recent meeting, so as to authorise the execution of bonds either for money to be borrowed or work to be done on the road, or materials purchased, in the discretion of the directory.

And a further resolution was passed, that the coupons attached to bonds be signed by the treasurer.

Wm. Pannill, Esq., was unanimously re-elected President, and Peter B. Wills and Joseph E. Venable, directors on the part of the stockholders, and Samuel V. Watkins, Robert Leslie and Joseph E. Cox, on the part of the State of Virginia.

From the report of the President, William Pannill, Esq., we learn that the road was opened so as to form a junction with the Richmond and Danville railroad, a distance of 52¼ miles, in March last, in time to secure the State subscription to the stock of the company. This stock has been transferred, and the scrip furnished to the board of public works. Since then the track has been laid to the bridge over the Appomattox river, below Farmville. The grading and masonry of that portion of the road west of the bridge and Farmville, is nearly completed, bringing it within 23 miles of Lynchburg, and as soon as practicable in the ensuing spring, it is the design of the board to lay down the superstructure, the material for which can be taken across the river at the bridge on a temporary and cheap track. By adopting this course, the whole line of road, to within 23 miles of Lynchburg, will be ready for running by the time the bridge over the Appomattox is completed.

The bridge and road it is believed will be completed and in running order to within 23 miles of Lynchburg in August next.

A corps of engineers is now engaged in locating the western division of the road, all of which has been completed, except about six miles next to Lynchburg, and that will be done in a few days, when the whole will be ready for letting to contractors.

The receipts since the commencement of the work have been—

From stockholders		$1,328,722 51
For passengers	$10,426 45	
For freights	18,065 34	
		28,491 78
		$1,357,214 29
From other sources		75,125 08
		$1,432,339 37
Disbursed during the same time		1,417,583 40
Leaving a balance of cash in the hands of the treasurer		$14,755 97
There still remains unpaid by the subscribers to the capital stock of the company		$55,477 49
Unsubscribed stock		15,800 00
		$71,277 49

The report of the Chief Engineer, C. O. Sanford, Esq., presents many interesting details as to the construction of the road.

"All roads in Virginia, North Carolina, South Carolina and Georgia, which are projected to run from the Atlantic coast to the Blue Ridge, may generally be traced along the summits of the ridges of alluvial deposit; these ridges appear to be the remains of washings from the mountains, and these washings, no doubt, formed an extended inclined plane, like the beach of a sea, having an irregular but average fall from the mountains to the ocean of from 10 to 20 feet per mile; the rivers have since made their way through this deposit in nearly parallel lines from the mountains to the ocean, leaving the ridges nearly as they were originally formed; hence it will be perceived that any road extended along one of these ridges may, by care in the location, have easy grades opposed to the heaviest tonnage which always passes from west to east."

On such a ridge the South Side railroad might have been located throughout, and for the greater part of its line has been thus located, involving no heavier grade than 16 feet to the mile, rising from west to east, except where the road rises from Lynchburg to the main ridge.

The offer of a subscription of $100,000 in stock by the residents of Farmville, on condition that the road should pass through that place, introduced some difficulties in the location. The fall from the main ridge to the Appomattox valley being so great that the 16 feet grade would necessarily pass at an average of 80 feet above the wide bottom lands of the Appomattox. A number of plans were suggested, among them the introduction of a heavy grade of 55 or 60 feet. The decision was finally narrowed down to a line on the main ridge, and the present line crossing high above the Appomattox.

The following reasons inclined to the latter course:

1st. The extra distance of five miles by the ridge would cost at least $1,500 per mile, or $7,500 for the five miles per annum additional expense of running the trains, being equivalent to a capital of $125,000.

2d. A loss in clear profits upon travel and tonnage by the ridge line, of not less than $6,000 per annum, or its equivalent to $100,000 in first cost.

3d. That Farmville and vicinity subscribed $100,000 towards the present line, and this produced $150,000 on the part of the State, but in summing up the $100,000 only is assumed.

4th. That the adoption of the line by Farmville advanced the completion of the road at least one year, thereby saving interest on capital alone to certainly $100,000.

The bridge over the Appomattox is proposed to be built of wood, and as this is a remarkable work, we shall extract largely from its description in Mr. Sanford's report.

The bridge is 3400 feet long, varying in height from 60 feet at the abutments to 100 feet near the river; the clear spans are 105 feet each, with one exception; the abutments to be built of rubble masonry, and the bases of the piers to 3 feet above high water mark to be of masonry, with cut beds and joints, and laid in courses; the piers to be of brick-work, the whole supporting the superstructure of wood made in every way substantial, and anchored to the foundation masonry by iron rods passing entirely through the piers.

There have been higher bridges not so long, and longer bridges not so high, but taking the height and length together, this is perhaps the largest bridge in the world. And while it ought to be built at any reasonable cost to sustain the sixteen feet grade, still great economy should be used in its plan, having due regard to its strength.

No pains were spared to obtain the best plan; a drawing was obtained of a Russian railroad bridge 140 feet high, with wooden piers 80 feet high; a wooden model of the high timber piers of a bridge in Pennsylvania was carefully examined, and a model was made expressly for the Appomattox bridge, and while I was entirely satisfied that wooden piers were capable of sustaining any load that they could be required to bear, yet, being light, it was possible that a tornado might injure or destroy the bridge; I determined, however, not to put the company to the expense of stone piers in any event, and accordingly chose the next material in point of economy, which is brick, it being known that brick clay of superior quality was to be found in the immediate vicinity of the bridge.

Ths cost of the piers is estimated at not more than one half those of stone, and the examples of strength and durability of the shot towers of Baltimore and Philadelphia 240 feet high, and of a brick stack in Scotland 450 feet in length, were relied on to show the ability of this material to resist the pressure of such a structure.

The estimated cost of the bridge is $160,000.

We copy from the Petersburg Intelligencer part of an able article on the subject of this road and its connections:

It is to be the channel of a trade which will serve more to enrich and strengthen the commonwealth, than any work which has ever been projected within its limits. The country that will be tributary to it is vast and fertile. Its productive energies are such as to give the sure promise of an almost boundless supply of the materials of commerce. Between Petersburg and Memphis lies a region blest with the finest gifts of nature, constituting inexhaustible resources, and waiting only for the freight trains to be developed and realised. When the railroads now being constructed shall all be completed. there will be an incalculable amount of transportation that will pour its treasures into the lap of Virginia, and enable her with joy and pride to hold up her head among her sisters, and look forward to a bright future. It is not only Petersburg, Lynchburg, and the entire southwestern division of the State that will reap the golden harvest, but the broad commonwealth in all its parts. The South Side, and the Lynchburg and Tennessee railroads therefore appeal with peculiar and ir-

resistible force to the fostering care of the legislature, and it is to be hoped that body will readily and gladly grant all the further assistance which may be necessary for the speedy completion of such valuable improvements. There cannot be a rational doubt that, in every point of view, they are worthy of such assistance. Nor can there be a doubt that, instead of appropriations, on a liberal scale, being a burden upon the treasury, they will only be facilities for relieving and enriching it. This is the way to diminish the pressure of taxation upon the people, and it is the *only way*.

Connecticut.

New London, Willimantic and Palmer Railroad.—At the annual meeting of this company, held at New London, on the 10th Nov., inst., the following gentlemen were elected directors:—Gordon L. Ford, Andrew M. Frinke, Acors Barns, Henry P. Haven, Francis Allyn, Lyman Filyp, Thos. Fitch, 2d., N. Shaw Perkins, Jr., Loren P. Waldo, Calvin Torrey, of Mass; Joseph Smith.

At a meeting of the directors held subsequently, Gordon L. Ford, Esq., was re-elected president, and Isaac C. Tate, secretary of the company.

Baltimore and Ohio Railroad.

The revenue of this railroad for October was $165,361 47, of which £133,187 94 was from the main stem, and $32,173 53 from the Washington branch. The increase over October 1851, is $32,-109 33.

Pennsylvania.

Philadelphia and Sunburry Railroad.—This road is rapidly progressing, and by the first of May next it is expected to be ready for the locomotive between Mount Carmel and Shamokin. In the mean time, the road from Shamokin to Sunbury is to be laid with a new rail, leaving but eighteen miles of staging between Sunbury and Pottsville, and enabling passengers who leave Sunbury in the morning to reach Philadelphia the same evening.

Illinois and Wisconsin Railroad.

The iron has already been laid on three miles of this road, and twenty-five miles will be completed in about two weeks.

Ohio.

Cincinnati and Dayton (short line) Railroad.—The contract for building this road has been awarded to Messrs. Williams, Buchanan, Reed, and Tinmans. The three former an eastern company. The entire road, with the tunnel, is to be finished and completely equipped from Cincinnati to Dayton for the sum of seventeen hundred thousand dollars, one-half cash and one-half bonds of the company, payable in monthly instalments. The contractors are at every expense except for right of way and depots. The road from the tunnel to Dayton is to be finished within twelve months from Monday next—the tunnel within twenty-two months.

Columbus and Hocking Valley Railroad.—A general meeting of citizens interested in the construction of this road was to have been held at Lancaster, O., on the 18th inst.

Stock and Money Market.

The transactions in the stock market have been very heavy, and marked by unusual activity. The ease and abundance of money still continues, and the steamer of Wednesday took out but $101,952—showing an abundant supply of specie abroad. All descriptions of stocks are in large demand, and the advance in rates has been very general. Erie, Long Island and Harlem have been especially active, partly, as it is believed, under the influence of speculative combinations. The sales of Erie on Wednesday, amounted to nearly 10,000 shares, advancing 2¼ per cent. Sales of Harlem to the am't of 3,000 shares were also made. No less than $120,000 of bonds, government and railroad, were purchased on the same day. The late returns on all the leading lines of roads in the country have showed se large an increase in the receipts, varying from 20 to 50 per cent, and even beyond, that investments are made with confidence in this species of property.

A considerable sale of stocks was made at auctiod by Simeon Draper, on account of executors; a large company attended, and much animation was shown. The following prices were obtained:

$5,000	N. Y. & Erie railroad, first mortgage	113¼
8,000	N. Y. & Erie, second mortgage	106
1,000	N. Y & Erie, income bonds	99¾
1,000	N. Y. & Erie, convertibles	99
500	Hudson River, first mortgage	103
5,000	Hudson River, first "	107¾
6,000	Hudson River, first "	108
500	Hudson River, first "	107¾
2,000	Hudson River, second "	103
10 shares	N. Y. & Erie	91¼
12 shares	N. Y. & New Haven	115¼
10 shares	Cleveland, Columbus & Cin.	127¾
60 shares	do. do. & Cin.	127¼
33 shares	do. do. & Cin.	127¾

Heavy orders have been received from abroad for leading railroad bonds, and a steady demand for investment may be looked for from the foreign market. It may be questioned whether an equal amount of capital in any country can be pointed out earning as steadily and with such an increase, as that invested in the railroad system of this country.

Railway Share & Stock List;

CORRECTED WEEKLY FOR THE

AMERICAN RAILROAD JOURNAL.

NEW YORK, NOVEMBER 20, 1852.

GOVERNMENT AND STATE SECURITIES.

U. S. 5's, 1853	102½
U. S. 6's, 1856	110½
U. S. 6's, 1862	115¾
U. S. 6's, 1862—coupon	115¾
U. S. 6's, 1867	119¾
U. S. 6's, 1868	119¾
U. S. 6's, 1868—coupon	119¾
Indiana 5's	101½
Indiana 2½	61½
" Canal loan 6's	97
" Canal preferred 5's	47
Alabama 5's	97
Illinois 6's, 1847	83
Illinois 6's—interest	55
Kentucky 6's, 1871	110
Maryland 6's	108¾
New York 6's, 1854-5	109
New York 6's, 1860-'61-'62	119
New York 6's, 1864-'65	120
New York 6's, ½ y., 1866	122
New York 5½'s, 1860-'61	114
New York 5½'s, 1865	112
New York 5's, 1854-'55	108
New York 5's, 1858-'60-'62	112½
New York 5's, 1866	117
New York 4½'s, 1858-'59-'64	101
Canal certificates, 6's, 1861	—
Ohio 6's, 1856	106
Ohio 6's, 1860	106¼
Ohio 6's, 1870	115½
Ohio 6's, 1875	117
Ohio 5's, 1865	105
Ohio 7's, 1851	105½
Pennsylvania 5's	98
Pennsylvania 6's, 1847,-'53	91
Pennsylvania 6's, 1879	99½
Tennessee 5's	92
Tennessee 6's, 1880	107¾
Virginia 6's, 1886	112

CITY SECURITIES—BONDS.

Brooklyn 6's	105
Albany 6's, 1871-1881	107½
Cincinnati 6's	101
St. Louis	96½
Louisville 6's 1880	96½
Pittsburg 6's, 1869-1871	102½
New York 7's, 1857	108
New York 5's, 1858-'60	103½
New York 5's, 1870-'75	103½
New York 5's, 1890	106
Fire loan 5's, 1886	—
Philadelphia 6's, 1876-'90	109
Baltimore 1870-'90	107½
Boston 5's	102

RAILROAD BONDS.

Erie 1st mortgage, 7's, 1867	113½
Erie 2d mortgage, 7's, 1859	106
Erie income 7's, 1855	99½
Erie convertible bonds, 7's, 1871	99
Hudson River 1st mort., 7's, 1869	108
Hudson River 2d mort., 7's, 1860	103
New York and New Haven 7's, 1861	106½
Reading 6's, 1870	89½
Reading mortgage, 6's, 1860	99½
Michigan Central, convertible, 8's, 1860	110
Michigan Southern, 7's, 1860	99½
Cleveland, Col. and Cin. 7's, 1859	122
Cleveland and Pittsburg 7's, 1860	102
Ohio and Pennsylvania 7's, 1865	106
Ohio Central 7's, 1861	96½

RAILROAD STOCKS.

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	Nov. 11.	Nov. 18.
Albany and Schenectady	109½	112
Boston and Maine	107½	107½
Boston and Lowell	109	109
Boston and Worcester	105	105
Boston and Providence	89½	89½
Baltimore and Ohio	99	91½
Baltimore and Susquehanna	29½	30
Cleveland and Columbus	127	127 ¼
Columbus and Xenia	—	—
Camden and Amboy	149	—
Delaware and Hudson (canal)	128	130
Eastern	98	98
Erie	86½	91
Fall River	—	—
Fitchburgh	104	103½
Georgia	—	—
Georgia Central	—	—
Harlem	71¼	73½
" preferred	111½	111½
Hartford and New Haven	—	129
Housatonic (preferred)	35	35
Hudson River	76	76½
Little Miami	—	—
Long Island	39	40
Mad River	—	99
Madison and Indianapolis	108½	110½
Michigan Central	111½	111½
Michigan Southern	128½	128
New York and New Haven	113	115
New Jersey	130	130
Nashua and Lowell	—	—
New Bedford and Taunton	—	117
Norwich and Worcester	51	52½
Ogdensburgh	26½	26½
Pennsylvania	48½	46½
Philadelphia, Wilm'gton & Balt.	36½	37
Petersburg	—	—
Richmond and Fredericksburg	105	97½
Richmond and Petersburg	35	35
Reading	99	101½
Rochester and Syracuse	124½	124½
Stonington	56½	56
South Carolina	—	122½
Syracuse and Utica	133	133
Taunton Branch	115	115
Utica and Schenectady	141	142
Vermont Central	17½	17
Vermont and Massachusetts	22	22½
Virginia Central	—	40
Western	104½	104½
Wilmington and Raleigh	57½	57½

Railroad Lanterns.

Our readers will find an advertisement of every variety of railroad Lanterns in another page

Louisiana.

Lafayette and Pontchartrain Railroad.—This enterprise is in some respects a local one, proposing to connect the upper portion of the city of New Orleans with Lake Pontchartrain; at the same time, as a link between the Opelousas and Jackson roads, the two great railroads of New Orleans, it has a more extended importance. The city of Lafayette is the depot of all the live stock brought down the Mississippi, and the present road would facilitate the transportation of that portion of it destined for the States bordering on the Gulf to the east of Louisiana. An address of the President of the company, Wm. M. Perkins, Esq., has been issued, calling the attention of the citizens of New Orleans, and capitalists generally, to the prospects of the new road. One sentiment in the address has a peculiar significance with respect to the south and west, and should there at all events meet with a hearty response to realise the completion of railroads as the most important element of progress to them. Taxation, if found the only means rapidly to create these works, should be cheerfully concurred in. The people of New Orleans are we think ready now to admit that.

"An iron road with a steam horse and a train of carriages are as essential to this age of progress as were earthen roads, oxen and carts to the generation that preceded us."

The advantages claimed for the new road are, first, by connecting the river directly with Lake Pontchartrain, at a point nearer to the landing of western produce, than any other public improvement, to transport a large share of the freights bound coastwise, or to the interior of Mississippi, Alabama and Georgia.

Second, it is expected to open to a large population a direct and cheep avenue for the resources of the lake, in the way of wood, lumber, brick, sand and shells.

Third, the road starts from the Levee, at the foot of Jackson street, opposite the depot of the Opelousas railroad, and crosses the Jackson and Northern railroad, three miles from the river and one mile above the depot, forming a connecting link between these roads of the same gauge as the latter. When the Jackson road is completed, three hundred thousand bales of cotton will be transported by it, a portion of which will be carried to the presses, etc., in the neighborhood of the terminus on the Levee. And when the Opelousas road is completed, the sugars and western produce brought by it will bring this road in requisition, to place them on the Northern line in their transit for the interior.

Fourth, the road is wanted, as furnishing to the citizens of that section of New Orleans a route to the Lake, for excursions of pleasure to the gardens and other places of resort on the shores of the Lake and on the Metairie Ridge.

In a speech delivered before the citizens of the 4th District of New Orleans, by Col. S. H. Peck, the cost of construction from the river to the Lake complete, is estimated at $10,000 per mile, seven miles $70,000
Cost of three locomotives 15,000
Two depots, one at the lake and the other at the river 30,000
Wharf at the lake landing 20,000
Freight, funeral and passenger cars 20,000
Right of way and contingencies 15,000

$170,000

The number of passengers is estimated at 1,000 per day each way.

The amount per annum would be $73,000
Amount of freight is estimated at 27,000

Total $100,000
Expenses 33,000

$67,000
A further deduction of 23 per cent may be made, for using horse cars from the river to Nayades st 23,000

Net gain $44,000

A profit of more than 26 per cent on an investment of $170,000.

The Northern and Southern Routes.

Under the influence of railroads and their extension over the entire face of the country, all the products of the soil and of national industry will be borne to a market by the shortest, or rather cheapest route, introducing time, risk, and all other circumstances into the element of expense. When the roads now in progress in the west and the south are completed, and the roads stretching from the Atlantic cities are in communication with them, a line may be drawn with almost mathematical nicety, giving to each city its limits both of reception and distribution, and measured by the cost of transportation to and from these territorial depots, and their relative attractive power, according as they are farther from or nearer to the spot of final consumption or manufacture. Each of the great cities distributes what it receives either at once to the place where it is used, or sends it forward to another depot still nearer the final point. If New Orleans is obliged to forward to New York what she receives, then her lines of attraction will all be diminished in length by a distance, the expense of carriage along which shall just be equal to the freight between the two cities, the interest on any additional time consumed and the payments to be made at the intermediate point for handling and transhipment. The question of choice of route is one of dollars and cents, including all the economic conditions of time, risk, deterioration, etc.; State and city pride have nothing to do with it—the cheapest avenue is the one that will at last be taken without appeal. The trunks of what may be called the northern route are the canals and railroads of the eastern cities, Boston, New York, Philadelphia and Baltimore, and their sources the valleys of the St. Lawrence and the Ohio—a route to a vast extent artificial, and having invested in its formation many millions of dollars. The southern artery is the Mississippi, and it has been fed by the entire valley of that stream and the Ohio, the most extensive internal navigation that nature ever donated to any civilized people. The position of New Orleans, seated at the mouth of the Mississippi, has appeared hitherto inexpugnable, commercially considered. But a rivalry has already commenced, in which the northern cities have, as it is claimed, a vantage ground, in draining the great valley of its products, even up to the course of the Tennessee river and the mouth of the Ohio. Louisville, once the tributary of New Orleans, claims to offer facilities as a depot for the reception of goods and forwarding them to market, superior to those of New Orleans. It is a question altogether of figures and of the most tangible facts, an appeal to the pocket irresistible in its nature. If it is now decided that the northern route, composed mostly of railroads, can compete in transportation with the descending current of the Mississippi, and can draw cotton, the staple of the southern part of the valley, up the Ohio, and send it over the Alleghanies, and divide among the northern seaports a part of that trade of which New Orleans was so long the mart, we may indeed wonder at the result. That city will find in this a new reason why she should hurry to completion the railroads by means of which alone she can hope reasonably to retain her fair share of the traffic. The course of trade moves along by its own laws just as surely as that of gravitation, the cotton threads its way to the market, for there alone it has any value, and no motives, except those of self interest, can have any weight as to the channel of its transmission. The manufacturers of the east are vitally interested in this question, as well as the merchants and factors of New Orleans and the Atlantic cities. Steamboats laden with cotton will hardly course along the Ohio, or cars freighted with it whirl over the railroads of Indiana and Ohio without leading to the establishment of cotton manufactories in those great food-producing states. They will hardly permit the transit of this material through their borders without trying the experiment to relieve the channels of trade of their burden. These railroads will lead inevitably to further development, by affording the means to vary industrial pursuits, a most important step in the national advance. The eastern states sent out, during previous years, agricultural settlers to the rich and fertile fields of the states bordering the Ohio and the lakes, they will send manufacturing emigrants when the cotton is directed northward, and can be transported more cheaply into Ohio from Vicksburg and Memphis than to Massachusetts, and when the eastern home markets require from an economical necessity its transmission by the same route. It may be thought that by bringing about more early than otherwise a diversity of pursuits, railroads will be the means of diminishing their own traffic, but the effect will be merely to shorten the distance carried, while the total amounts must be more than proportionably increased. We cannot readily conceive of any increase of population or change in employment that would diminish the surplus of agricultural products of such a state as Ohio below their present standard, and the opening of a new market there for cotton would produce no worse influence on New England manufactures than to force them to seek purchasers elsewhere in regions accessible to her ships, and now opening the prospect of an almost illimitable demand. But as we said before, this is a matter of fact, rather than suggestive of speculation. In a previous article published in this Journal on the 25th of September last, we embodied certain estimates made by Mr. Webb, of Louisville, showing that an equal quantity of tobacco could be shipped more cheaply from Louisville, by the northern route, to Liverpool, via New York, than from New Orleans. This was sufficiently startling, but it becomes still more so when we find that cotton at Memphis, and all points above, can be carried more cheaply to Louisville than to New Orleans, and that a further saving is effected to the northern or foreign manufacturer by purchasing at the former place. The following estimates are taken from the circular of Messrs. E. Webb, Rowland & Co, of Louisville.

Sales "Pro Forma" Louisville.

100 bales cotton, 50,000 lbs. at 10c $5,000

CHARGES.

Freight from Tennessee river, Nashville or Memphis $100
Marine insurance, ½ per ct 25
Fire insurance per month, ½ per ct 25
Storage, labor, drayage, etc 50
Commissions, 2½ per ct 125

		325
		$4,675
New Orleans proceeds deducted		4,550
		125

"Sales Pro Forma New Orleans."

100 bales cotton, 50,000 lbs., at 10c		$5,000
CHARGES.		
Freight from Tennessee river	$200	
Marine insurance, 1 per ct	50	
Fire insurance per month, ½ per ct	25	
Storage, labor, drayage, etc	50	
Commissions, 2½ per ct	125	
		450
		$4,560
Proceeds in excess favor of Louisville		125

The above tables show fairly that a shipper on the Tennessee river realises one hundred and twenty five dollars on a sale of 100 bales cotton, made in Louisville, over New Orleans, at same rate—adopting the same commissions and incidental charges. This gain, it will be perceived, is in freight and river insurance.

Let us next show the dealers and manufacturers of western New York, Pennsylvania, together with those of Baltimore, Philadelphia and New England, upon what grounds we advocate Louisville as a cotton market, to draw at least a part of their supplies from, and in making this exhibit the shipper to this market can see at the same time *why* this is to be his best "home market." We make a "pro forma" invoice of 100 bales purchased in Louisville and New Orleans, at 10c, for account of say a manufacturer in Baltimore:

Invoice of 100 *bales Cotton Purchased in Louisville.*

100 bales, 50,000 lbs., at 10c		$5,000 00
Drayage		6 25
Insurance to Baltimore, ¼th per ct		31 25
Discount on draft at 60 days, $5,500, to pay for same, 1 per ct		55 00
Freight from Louisville to Baltimore via Wheeling and Louisville line, and the Baltimore and Ohio railroad, 50c per 100 lbs		250 00
Loss in interest from the day purchased to the day delivered in Baltimore, 10 days		9 17
Commission for purchasing, negotiating and shipping, 50c		50 00
		$5,401 67
Difference in favor of Louisville		223 95
		$5,625 62

Invoice of 100 *bales Cotton Purchased in New Orleans.*

100 bales 50,000 lbs., at 10c	$5,000 00
Drayage and shipping	25 00
Marine insurance 1¼ per ct	62 50
Discount on draft 60 days $5,500, to pay for same, 2½ per ct	121 25
Freight, ¼c	250 00
Commission, purchasing, negotiating, etc., 2½ per ct	125 00
Loss in interest from the day purchased to the day delivered in Baltimore, ¼ pr cent	41 87
	$5,625 62

Thus it will be seen that the northern or Baltimore manufacturer saves by buying here, in place of purchasing in New Orleans, $223 95 on 100 bales, while at the same time the shipper obtains here $125 more on his 100 bales than he realises in the great southern market.

Similar estimates show the advantage of this channel for goods destined for a foreign port, for example Liverpool. The freight from Louisville, via Baltimore, to Liverpool, and that from New Orleans to Liverpool, is set down at the same sum, while the saving in insurance, discount, etc., saves on an invoice of 100 bales, $165 73, or about 3¼ per cent on $5,000 prime cost. This is a very important subject, and there can be no doubt that the relative expenses on the two routes are accurately stated. It gives a choice of routes, and exhibits a preponderance in favor of the northern, but at the same time in justice to the southern emporium, there is a limit to the capacity of these railroads, while they develope a trade nearer their terminations, to an extent that shall operate as a glut in these channels, and so prevent the transmission of distant products like cotton, with the regularity assumed in the above estimates. Before the Philadelphia and Baltimore routes are completed so as to be effective, New Orleans will probably have her Northern railroad in operation, and we doubt if the competition of trade may not be more powerful than that of routes and that all these roads will find their cars and locomotives tasked to their utmost extent, leaving no time to enter on any rivalry with other means of transit. We have not yet supplied means adequate for the wants of the trade of the west and south; and we doubt whether it is possible for us to catch it up by the construction of works for its accommodation.

Journal of Railroad Law.

THE LIABILITIES OF SUBSCRIBERS TO THE STOCK OF CORPORATIONS.

The subscribers to the stock of incorporated companies, mutually accept the *charters* of such companies, and assent to all their provisions; prudence, therefore, dictates an examination of the charter of a company before subscribing to its stock,—so that we may understand the position in which we shall, by so doing, be placed.

The prevailing practice of inserting in the charters of railroad companies a clause authorising the legislature to repeal or alter those charters at pleasure, may to some seem alarming. But it must be considered that legislative power is wisely restrained by certain insurmountable barriers. No person can be deprived of his property without due process of law; nor can private property be taken for public use without due compensation. The New York Court of Appeals lately decided that an act of the legislature authorising trustees, who under a valid will are seized of the title of an estate in lands, which they held in trust for one person for life, with remainder over to others, to sell the *whole* estate, without the consent of those entitled to the remainder, was *null and void*.

The following points decided in the case of the *Northern railroad company vs. Miller*, 10 *Barbour's Supreme Court Reports* 260, will be found worthy the attention of those who are interested in joint-stock corporations.

A subscription to the capital stock of a railroad corporation, whereby the subscriber promises to take five shares of the stock, subject to the conditions, requirements, liabilities and benefits of the act of incorporation, is equivalent to an express promise to pay for the stock, as it shall be called for by the directors.

If that form of words be not an *express* promise, it raises an *implied* promise to pay, equally efficacious with an express promise.

The only difference between an express and an implied promise, is in the mode of proof. The latter is proved by circumstantial—the former by positive evidence. The legal consequences are the same in both.

The 4th section of the charter of the Northern railroad company, authorising the directors to exact a forfeiture of the stock and previous payments, as a penalty for the non-payment of the installments, does not, before any forfeiture has been declared, impair the remedy of the directors to enforce paying by an action at common law.

The statute remedy of forfeiture is merely an *additional* remedy which does not impair that furnished by the common law.

When the charter of a railroad company contains a clause authorising the legislature to repeal or alter it, the alteration of the charter by the legislature, made on the application of the directors, without consulting the stock subscribers, does not absolve the latter from their subscription. When the legislature acts within the scope of its legitimate authority, it is entirely immaterial whether they have acted of their own free will, or upon the suggestions of others.

Railroad Items.

The bridge over the Ocmulgee, connecting the railroads centering at Macon, Georgia, is now in full use. The laying down of the track was completed on the 9th Nov. inst.

The Mobile and Ohio railroad company has made a very favorable contract for about 7,000 tons of iron, sufficient to lay fifty-five miles more of the road. It is to be delivered in the course of the coming spring and summer; a portion of it indeed is now on the way. This will reach some miles beyond Winchester, in Mississippi. The grading on this portion of the line is progressing, we are pleased to learn, rapidly, and the track will be laid as soon as it is complete; so that we may expect to have eighty-eight miles of the road finished within the next twelve months. From Winchester on through Wayne, Clarke and Lauderdale counties the contractors are at work with good forces, chiefly negroes. The work, therefore, without doubt, will be completed within the time stipulated.

The fifty miles of the Muscogee railroad belonging to Columbus have been completed, and the connection from Fort Valley will doubtless be completed by the 1st of March next. The iron is all received, and ere long the staging will be reduced to ten or twelve miles by another route.

Three large car loads of good coal from the Cumberland mountain reached Nashville on the 27th ult., over the railroad. This is the first imported from that quarter, and dates the commencement of a new era in the history of Nashville.

The receipts of the Ohio and Pennsylvania railroad for October were $44,741, an increase of $7,220 over September. The number of passengers carried was 27,161. In addition to the sum of $44,741, the sum of $6,805 was received for other companies, making the gross receipts over $54,000.—The net receipts of the month amount to about nine per cent per annum on the cost of the road in use.

The road between Wooster and Crestline is in a great state of forwardness, and it is expected that the cars will run to Crestline in all the month of January next. The success of the road exceeds the expectations of its most sanguine friends.

The earnings of the Milwaukee and Mississippi railroad since the road reached Whitewater, shows a very large gain on the previous weeks. The business of the first sixteen days in October was,

Passengers	$3,466 61
Freight	5,477 06
Total	$8,943 67

The entire earnings for September were only $9,000 and of August about $5,000. This road promises to be one of the best roads in the west.

The number of tunnels on the Baltimore and Ohio road is twelve, and their aggregate length is about two miles. The shortest is one hundred and five feet, and the longest four thousand one hundred feet long. They are all completed except two. The only two items of unfinished work left behind the track in its progress west are the Monongahela viaduct and the Board Tree tunnel.

We learn from the Daily Wisconsin, of Milwaukee, that since the completion of the Mississippi and Milwaukee railroad to Whitewater, (51 miles) the receipts have averaged about $700 per day. Twenty-one miles more will reach to Janesville, which will be finished by the latter part of December next at farthest. This will make 72 miles of road at a cost of about $1,200,000.

Tennessee.

Rabun Gap Railroad.—On Saturday evening last we had a brief interview with Mr. Corry, who had just returned from a tour of reconnoisance through that portion of Tennessee extending from this place to the North Carolina line, in which it is proposed to locate the Rabun Gap railroad. He reports the route as extending through a valuable section of country, and offering few impediments to a speedy and permanent construction of the road. He also confirms the announcement made in our paper of Thursday, that Stump House Mountain had been passed at a maximum grade of 53 feet to the mile. Mr. Corry will organize immediately a corps of engineers for the purpose of making an instrumental survey as far as the North Carolina line. The proposed route leaves North Carolina at the valley of the Little Tennessee, and follows that river to its junction with the main river, pursuing the most direct course to this point.

These facts give a new aspect to the Rabun Gap enterprise, and inspire us with the fullest confidence in its early completion. South Carolina is resolved upon making the connection with the Northwest by this route, and will build her portion of the road. The old Rip Van Winkle State will arouse from the lethargy that has so long crippled her energies, and will build *her* portion of the road, and can we doubt as to Tennessee? Our Legislature has already contributed nearly one-half of the amount required. Nashville capital will now reciprocate the aid rendered by Charleston in building the N. & C. railroad, and thus the means is provided, and the work will go on. This done, and Chattanooga is indeed the local center of a vast system of connecting roads.—*Chattanooga Advertiser.*

Ohio.

The Greenville and Miami Railway.—This road was opened in June last, and since that time has been in successful operation. The business upon the road has exceeded by far, the estimates of its sanguine friends. The receipts for passengers alone average more than $100 per day, and for freight the receipts greatly exceed that amount.—This is far beyond what was ever claimed for the road by its friends, and gives promise of a profitable investment to those who have made investments in its stock. The road is being rapidly improved by ballast, and will soon be in first-rate running order. When fully ballasted and stocked, we are informed that it will cost less than $15,000 per mile.

The "Extension" from Greenville to Union is progressing rapidly to completion, and there seems to be no longer a doubt that the "iron horse" will reach Union, at the Ohio State Line, by the first day of December. The company commenced laying track on Monday, and the grading is in such a state of forwardness that there can be no delay on that account. About nine of the eleven miles of the extension are graded; and the residue will be finished in thirty days, without any hindrance to the track layers, as the work to be done is all near the State Line.

The business of the road, after it is completed through to Union, where it connects with the Indianapolis and Bellefontaine railroad, must be immense. The average number of passengers now passing daily between Indianapolis and Cincinnati is not less than 200 each way, and by the time this connection is made, the road from LaFayette to Indianapolis will be finished, which will bring the whole travel of the Upper Wabash Valley, going to Indianapolis, and thence over this.

We have no doubt of the truth of the statement of the Indiana State Journal, that the "passenger business on this line will be much heavier than upon the other road touching Indianapolis." The whole of the Eastern and Cincinnati travel from the Terra Haute, LaFayette and Peru railroads must be concentrated upon this line. In view of this increased travel, we are informed that the company are providing themselves with five first class and two second class passenger cars for the regular express train; which is to run in connection with the Western roads above named. The running time between Cincinnati and Indianapolis by this new line will be nine hours, and between LaFayette and Terra Haute and Cincinnati twelve and a half hours. The shortest time at present is 24 hours between Indianapolis and Cincinnati. With all of these feeders there cannot be less than 300 passengers over this line daily each way. Railroad men put the number much higher.

Railroad Car Trimmings.
DOREMUS & NIXON,
NO. 21 PARK PLACE,
AND
18 MURRAY STREET,
IMPORTERS

OF Plain and Figured MOHAIR PLUSH; *Printed* and *uncut* Mohair Plush, entirely new designs—also, GERMAN OIL CLOTH, for Head Linings, Enameled with Gold and Silver, and Velvet Printed. These Headings are the most beautiful ever shown—having been made expressly for AMERICAN CARS. D. & N. are sole Agents. Also, PATENT PARIS COTTON FELT, for Stuffing Cushions—this is a patented article, makes a better and more desirable cushion than hair; retains its elasticity longer, and is free from vermin. It is being extensively used by Car and Omnibus builders, and is sold at about half the price of curled hair. Also, Brocatelles and Moquetts. Also, Curled Hair.

N.B.—D. & N. have the Plush and Linings *in bond for exportation.*

November 15, 1852. 1y

Change of Hours.

MONTREAL & NEW YORK
AND
Plattsburgh and Montreal RAILROADS.

☞ *Open through from Plattsburgh to Montreal.* ☜

FALL AND WINTER ARRANGEMENT.

ON and after Monday, November 1st, 1852, and until further notice, Passenger Trains

LEAVE MONTREAL FOR PLATTSBURGH at 11·45 A. M. and 4·15 P. M.
Arrive at 2·46 and 7·37 P. M.
" " FOR OGDENSBURGH at 11·45 A. M.
Arrive 7 15 P.M.
" PLATTSBURGH FOR MONTREAL at 12·45 and 7·15 P. M.
Arrive at 3·50 and 9·57 P. M.
" " FOR OGDENSBURGH at 7·30 A. M. and 12·45 P. M.
Arrive at 1·15 and 7·15 P. M.

Trains connect at Montreal with Steamers for Quebec, and the St. Lawrence and Atlantic Railroad for Sherbrooke and intermediate stations.

Trains connect at Mooers Junction with Northern (Ogdensburgh) Railroad for Ogdensburgh and Lake Ontario Steamers for Lewiston, Niagara Falls and Upper Canada, and all ports on the Western Lakes.

Trains connect at Plattsburgh by Steamer to Burlington with Rutland and Burlington Railroad and connecting lines for Troy, Albany, New York and Boston, and all intermediate stations. Also with steamers for Whitehall to the Saratoga and Washington Railroad, and connecting lines of road to Troy, Albany and New York.

Passengers will find this route unequalled for comfort and dispatch, and attended with less fatigue and delay than any other. It possesses moreover the advantage of a short Ferriage of only *fifteen minutes* across the River St. Lawrence at Caughnawaga, which has never been known to freeze, and can be confidently relied upon at all seasons of the year.

☞ Freight Trains run daily each way.

For particulars see Freight and Passenger Tariff.

BAGGAGE *checked through.*

ISAAC B. CULVER, Superintendent.

To Railroad Contractors.

PROPOSALS will be received at the office of the New York and Boston Railroad Co., in the city of Middletown, until the 20th inst., for the grading and masonry for the road bed for a double track of the N. Y. and Boston Railroad.

Proposals are invited for the first, second, and third divisions, commencing at New Haven, and extending easterly about 71 miles. Also, for the fourth divisions if prepared in time.

Profiles may be examined and specifications of the work can be had by applying at the Company's Office.

CHAS. R. ALSOP, President.

City of Middletown, Nov. 1, 1852.

NOTICE.

IN Consequence of the Accident at Windsor Locks, by which Gen. Palmer, Chief Engineer of the New York and Boston Railroad, was severely injured, and is still unable to attend to business, the time limited for receiving Proposals for the Grading and Masonry of 71 miles of the New York and Boston Railroad is extended to December 5th, 1852. CHAS. R. ALSOP, President.

Middletown, November 16, 1852. 1t

Fire Bricks.

SCOTCH Patent—for sale in lots to suit purchasers, by G. O. ROBERTSON,
135 Water street, corner of Pine,
November 19, 1852. New York.

The Cold Spring Iron Works,
INCORPORATED IN 1848.

IN the Town of Otis, County Berkshire, Massachusetts, manufactures CAR AXLES, and all kinds of WROUGHT IRON used in the manufacture of LOCOMOTIVES and CARS; also, BAR IRON of all descriptions. Particular attention is paid to the manufacture of CAR AXLES, and the Works being situated in a region of WOOD and CHARCOAL, with which their Axles are exclusively made, the Company feel confident they can furnish an article equal, if not superior, in quality and finish to any in the market. They solicit the orders of RAILROAD CORPORATIONS and CAR BUILDERS, and promise they shall be promptly attended to: and executed on terms as advantageous as can be had elsewhere.

They refer to—
John Kinsman, Esq., Superintendent Eastern Railroad, Salem, Mass.
A. T. Peirce, Esq., Car Builder, Norwich, Conn.
E. T. Osborn, Esq., Superintendent of the Mad River and Lake Erie Railroad, Sandusky City, Ohio.
W. W. Wetherell, Car Builder. " "

Address HENRY MELLUS, Agent,
Boston, Mass.
or, GEO. W. PRESCOTT, Sup't.
Otis, Mass.

November, 12, 1852. 1y

To Contractors.

SEALED PROPOSALS are requested for the Graduation, Masonry, Timber Bridging, and Track-laying of the Albany and Susquehanna Railroad, extending from Albany to Binghamton: distance 140 miles.

The line will be ready for the inspection of Contractors on the 16th November, and proposals will be received until the 30th November.

The work will be divided into sections of about five miles each, and Contractors can include in their proposals as many of these as may suit their convenience.

The Company reserves the right to accept of such proposals as in their judgment will best secure the prompt construction of the road.

All proposals to be sealed and indorsed: "Proposals for the Albany and Susquehanna Railroad," and directed to J. P. Kirkwood, 116 State street, Albany.

The plans and profiles can be seen at the Engineer's Office, 116 State street, Albany, on and after the 16th of November, where further information can be obtained.

E. C. DELAVAN, President.
JAMES P. KIRKWOOD, Engineer.
Albany, 116 State Street.

Mills, John B., Civil Engineer,
Address to care of Wm. Churchill, Jr., New York.

Volcano Quartz Mining Co.

VOLCANOVILLE, EL DORADO COUNTY,
CALIFORNIA.

BOOKS for subscription to $75,000 of the stock of this company are now open at the office of the company, 78 BROADWAY, New York.

The uncommonly rich claims of this company hold out inducements, to those who are disposed to invest capital in quartz mining in California, not surpassed, if, indeed, *equaled*, by those of any other company in that state.

The extraordinary richness of our quartz, as was witnessed by *thousands* at the late *Fair of the American Institute*, and the extent of our claims, together with the peculiarly favorable location for economical working upon a large scale, will ensure the *most ample* and *satisfactory* returns upon the investment.

It is well understood by practical men that, with machinery working *twenty tons* of quartz, paying *two cents* per lb., large profits will be realized upon each day's work. It is the intention of the company to obtain machinery sufficient to work *fifty* tons per day, and to work it in the most economical manner, by which they feel confident of being able, from their stock which will yield from *two cents* to *twenty dollars* to the lb., to make returns to their shareholders which will not only satisfy, but surprise them.

It will be seen, by reading the pamphlet, containing the *charter*, the laws of California, and the details of our plans of operation, that our estimates are based upon *two cents* per lb., and the expenses of working the mill are but, at present *high prices* for labor, while it is well known to all who reflect upon the matter that, as the cost of labor shall be reduced, the income will be materially enhanced.

If we work 40 tons per day, and yet *two cents* per lb., it will yield $16, while *three, four, or five* cents per lb., would give a proportionate increase of receipts, the expenses of working the mill would not be increased a dollar, and will be less than $470 a day.

Subscriptions can be made by mail, enclosing, *ten* per cent on the amount, of the balance, *twenty* per cent to be paid on the 29th of Nov. inst., and *seventy* per cent on the 29th day of December next, when certificates of stock will be issued.

Pamphlets, containing the statute of California in relation to corporations, the rules and regulations of our locality, the charter and by-laws of the Co., together with much other interesting and useful matter, including a map of a portion of the northern mining regions may be had gratis at the office of the company, No. 78 Broadway, or by mail on application, (postage paid.)

TRUSTEES OR DIRECTORS.

NICHOLAS DEAN,
ROBERT M. STRATTON,
NATHANIEL CONKLING,
D. K. MINOR,
JOB S. HEARN,
SUMNER WHITNEY,
BENJAMIN C. DONNELLAN,
JAMES CLOWDSLEY
JAMES ALLEN,

of New York.
of California.

D. K. MINOR, President,
JAMES CLOWDSLEY, Vice President.
NICHOLAS DEAN, Treasurer.
NATHANIEL CONKLING, Secretary.
New York, Oct. 25, 1852.

Oxford Furnace, N. J.

ESTABLISHED A. D. 1743.

THE Subscriber manufactures and keeps constantly on hand for sale, every variety and size of Railroad Wheels made from the celebrated Oxford Iron. All orders addressed to CHAS. SCRANTON, Oxford Furnace P. O., will be attended to promptly.

Sept. 11, 1852. 1y*

Railroad Iron.

1400 TONS Railroad Iron, weighing about 55 lbs. per yard, of an approved pattern, now in bond, for sale by

P. CHOUTEAU, Jr., SANFORD & CO.,
No. 51 New street.

November 4, 1852. 4t

Huger, T. P.,

Northeastern Railroad, Charleston, S. C.

Mississippi and Atlantic Railroad, from Terre Haute to St Louis.

BOOKS OF SUBSCRIPTION TO THE CAPITAL STOCK OF THE MISSISSIPPI & ATLANTIC RAILROAD COMPANY, an organization under the General Railroad Law of the State of Illinois, for the construction of a Railroad from Terre Haute, Indiana, to St. Louis, Missouri, will be opened under the direction of Messrs. WINSLOW, LANIER & CO., at their office, No. 52 Wall street, in the city of New York, on SATURDAY, the 6th day of November, 1852, and remain open until the stock of said company shall be subscribed.

The Capital Stock of said Company is TWO MILLIONS OF DOLLARS, of which Four Hundred and Seventy Thousand Dollars has been taken, leaving the sum of One Million Five Hundred and Thirty Thousand Dollars open to present subscription.

This stock has been divided into shares of FIFTY DOLLARS each.

TEN DOLLARS per share ..... be required to be paid at the time of subscription, and the remainder will probably be called through the whole of the year 1853.

Stock payments will draw seven per cent interest —payable on the first days of each July and January in the city of New York, until the completion of the work, when regular dividends will be made from the earnings of the road.

The first payment of interest will be made on the first day of July, 1853.

Books for the transfer of the stock will be opened and permanently kept in the city of New York, upon which the stock will be transferable after the payment of the first instalment.

This road is 170 miles in length, of which over 165 miles is straight line.

On over two thirds of the line the grades are under twenty feet to the mile, and the maximum grade is less than forty feet.

It is the last uncompleted link in the great chain of railroads from New York, Boston, Philadelphia and Baltimore to the city of St. Louis.

It is the most direct route, and must be a valuable road, and its stock a good investment.

It is designed to complete the road within eighteen months to two years; and it will be built under the personal supervision of the President, JNO. BROUGH, Esq.

Messrs. Winslow, Lanier & Co. will furnish maps of the connections, profits of the route, and the prospectus of the company, containing full particulars as to the organization and prospects of the work, upon application at their office.

SALMON A. PHELPS,
MICHAEL G. DALE,
NATH. M. McCURDY,
DEAN ANDREWS,
Commissioners.

WINSLOW, LANIER & CO., Agents.
New York, November 1st, 1852. 2t

Notice to Bridge Builders.

Office East Tennessee and Virginia R.R. Co.
Jonesborough, 28th October, 1852.

PROPOSALS will be received at this office until the 15th day of December next, for the superstructure of three single track Railroad Bridges, two across the Holston river, and one across the Watauga river, all on Pratt's or Howe's plan. The length of the bridges are 200, 300, and 400 feet respectively. The one of 400 feet is to be built with a draw of 50 feet. The bids must include covering, sideings, painting, and everything necessary to complete said Bridges.

The Board claim the right to reject the whole of said bids, if none are found to be satisfactory.

Proposals to be addressed to the undersigned.

By order of the Board.

WM. G. GAMMON,
Sec'y and Treas. E. T. & Va. R. R. Co.

Dudley B. Fuller & Co.,

IRON COMMISSION MERCHANTS,
No. 139 GREENWICH STREET,
NEW YORK.

Notice to Contractors.

ERIE AND KALAMAZOO RAILROAD.
NEW STATION AT TOLEDO.

SEALED PROPOSALS will be received at the office of the Company, at Adrian, until the 15th of November next, at noon, for the proposed Station, embracing about

250,000 cubic yards of earth work,
40,000 cubic feet square timber in Docking,
70,000 lineal feet round timber in Docking,
Piling, Capping and Planking for wharf, floor and foundation for buildings,
Two Draw bridges—wood on piles,
1,500 to 2,000 cubic yards Hydraulic Stone Masonry in Aqueduct.

Maps and plans may be examined at the Engineer's Office, Adrian, after the 10th of November next.

Satisfactory security will be required for the faithful performance of work.

To be completed one year from the first of June next.

The Company reserve the right to accept or reject proposals, as their interest may require.

JOHN B. JERVIS, Chief Engineer.
Adrian, Michigan, October 25, 1852.

Notice to Contractors.

SEALED PROPOSALS will be received at the Office of the New Orleans, Jackson and Great Northern Railroad Company, in the city of New Orleans, until the 30th of November next, for the grading, masonry, piling and bridging of that part of their road from Lake Maurepas, to the line of the State of Mississippi, a distance of 51 miles.

Also, for the masonry required on the first 36 miles of road from the city of New Orleans to the Lake, at the South Pass Manchac.

The first 9 miles of the section to the State Line, is through the Lake swamp, and includes the piling and bridging (with one draw) of the South and North Passes, the remainder is through a healthy fine country, which, with the contemplated lettings of the remaining 100 miles to Jackson, Mississippi, render this work well worthy the attention of Northern Contractors.

Payments will be made in cash, with 20 per cent retained until the completion and acceptance of the work.

Satisfactory evidence of ability will be required with the proposals.

Plans and profiles will be ready for examination ten days before the letting.

JAMES CLARK, Chief Engineer.
New Orleans, October 16th, 1852.

Railroad Iron.

400 TONS of best English Railway Iron, 57 lbs. per lineal yard, in port and to arrive. For sale by

DAVIS, BROOKS & CO.,
28 Beaver street.

November 1, 1852. 1t

Railroad Iron.

1500 TONS, weighing about 55 lbs. per yard, now on the way from Great Britain to New Orleans, for sale by

P. CHOUTEAU, Jr., SANFORD & CO.,
No. 51 New street.

November 4, 1852. 4t

Railroad Iron.

1600 TONS Railroad Iron, weighing about 59 lbs. per yard, "Erie" pattern of G L and "Crawshay" manufacture, now on the way from the shipping ports in Great Britain to this port, for sale by

P. CHOUTEAU, Jr., SANFORD & CO.,
No. 51 New street.

November 4, 1852. 4t

A. Whitney & Son,

PHILADELPHIA, PA.,

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31tf

LOW MOOR AXLES,

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent- WM. BAILEY LANG, 9 Liberty Square, Boston.

To the Owners of Furnaces, Forges and Rolling Mills,

ENGAGED IN THE MANUFACTURE OF IRON IN NEW JERSEY AND ADJOINING STATES.

THE Subscriber proposes to sell, or lease for a term of years, his well known Iron Mine, at Suckasunny, in Morris County, State of New Jersey, situated nine miles from Morristown, and three from Dover.

Offers to purchase or lease the same will be thankfully received at the mine, till the first day of December next, by the subscriber.

MAHLON DICKERSON,
Suckasunny, N. J.

September 9, 1852. 2m

LOW MOOR IRON.

WM. BAILEY LANG, 9 Liberty Square, Boston, Sole Agent in the United States and Canadas for the Low Moor Iron Co., is prepared to receive orders for this justly celebrated Iron, and offers for sale an assortment of the Round sizes which he now has in store, and which for strength, soundness and uniform quality, stands without a rival.

Griffith's Patent Double Machine for making Wrought Iron Railroad Chairs.

THE undersigned, in calling the attention of the public to the superiority of his Patented Machine for making Wrought Iron Chairs, desires to point out the following advantages which it possesses over all others:

First. It adds to the lips of the chair very considerable strength, which cannot be obtained by any other machine with the same size of plate; and it renders the chair perfect without the aid of a hammer to fit the cross tie, so that it can be firmly united with a rail of any required size now in use.

Secondly. These machines are got up cheap and strong, and are so constructed as to make two sorts or sizes of chairs at the same time, with the same amount of labor as though working a single machine; so that, double the amount of labor is obtained with the same number of hands, besides the saving of coal in the furnace. These facts demonstrate the great advantage and superiority of my Patent Double Machine over all others yet introduced.

All letters, and orders for machines, patent rights, etc., will meet with immediate attention.

Please address ROBERT GRIFFITH,
1m39 Newport, Kentucky.

Gerard Ralston,

21 TOKEN HOUSE YARD, LONDON,
OFFERS HIS SERVICES FOR THE
PURCHASE AND SALE OF
AMERICAN SECURITIES,
COLLECTION OF DIVIDENDS,
DEBTS, LEGACIES, ETC.,
And for the Purchase and Inspection of
Railroad Iron, Chairs, or
any kind of Machinery.

REFERENCES:

Messrs Palmer, McKillop, Dent & Co., London.
" George Peabody & Co, London.
" Curtis, Bouve & Co, Boston.
Richard Irvin, Esq., New York.
Robert Ralston, Esq, Philadelphia.
C. C. Jamieson. Esq., Baltimore. 38

Smith & Tyson,,

IRON COMMISSION MERCHANTS,
BALTIMORE.

REFINED Juniata Charcoal Billet Iron for Wire.
Do. for Bridging, of great strength.
Flat Rock, Boiler and Flue Iron, rolled to pattern.
Elba, Wheel Iron of great strength and superior chilling properties. Elba Forge Iron, American Shoe Iron, Cut Nails, Spikes and Brads, Nail and Spike rods, Railroad Spikes of superior quality, Wrought Chair plates of any pattern, punched or plain.

Iron.

200 Tons Fishkill Charcoal Iron for sale on reasonable terms, also from 1000 to 5000 tons Fishkill Hematite Ore—delivered at Poughkeepsie or New York. Samples of the ore may be seen at the store of Messrs. Hoffman, Bailey & Co., No. 62 Water st., New York. Enquire by letter to

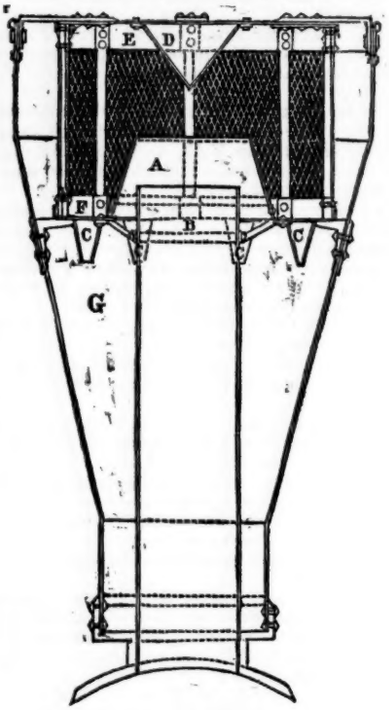
NORMAN M. FINLAY,
Poughkeepsie, Dutchess county, N. Y.
July 10, 1851.

I. Dennis, Jr.,

WASHINGTON, D. C.,

ATTORNEY for Inventors, and Agent for Procuring Patents—Practical Machinist, Manufacturer and Draughtsman, of 20 years' experience. Circulars containing important information, with a map of Washington, sent to those who forward their address, and enclose a stamp. 31tf

Matthew's Patent SPARK ARRESTER.



THE Patentee of the above named Spark Arrester invites the attention of Railroad Directors and Officers of Railroads, who have no other interest than the comfort and safety of passengers, and the economy of their company, to test them and judge for themselves. To all such persons, the Patentee will furnish his Patent Spark Arrester free of charge, by such parties sending the necessary dimensions. And the price will be, for the Spark Arrester and Chimney, with patent right to use and repair the same, all ready to place on the Locomotive, $130—if approved; if not approved, and returned, no charge made. He warrants them superior to any in use, *in all points, lighter, cheaper, more durable, safer, cleaner*, saving from 15 to 20 per cent in fuel.

The necessary dimensions to be furnished, are:

1st. The radius of the smoke box, on which the pipe sets.
2d. The height from smoke box to top of pipe.
3d. The diameter of cylinder and length of stroke.
4th. Whether a cut-off is used or not.

DAVID MATTHEW,
Penn st., (one door north of Almond st.,)
Philadelphia, Pa.

TESTIMONALS.

Office of the Syracuse and Utica R.R. Co.,
Syracuse, August 18, 1842.

This company have several "Patent Spark Arresters and Chimneys" upon their locomotive engines, which were furnished by David Matthew, constructed according to the specification attached to his patent.

They are by far the best smoke pipe and spark arrester that we have tried or seen.

No inconvenience from sparks or cinders is suffered by the passengers; nor is the draft impeded.

We consider them a great improvement, and regard them as almost indispensable in our business.

JOHN WILKINSON, President.

—

Office of the Auburn and Rochester R.R. Co.,
Canandaigua August 26, 1842.

This may certify, that there has been in use on the Auburn and Rochester railroad, for the last two years, eight of Matthew's "Patent Spark Arresters," which have given the most perfect satisfaction. From the use of the Arresters on this road, and what I have seen of them elsewhere, I have no doubt but that they are the best in use in the country.

R. HIGHAM,
Supt. and Engineer A. & R. R. R.
To DAVID MATTHEW, Machinist.

—

Auburn and Syracuse R. R. Office,
August 29, 1842.

Dear Sir—The three Spark arresters of your patent, which we have in use on our road, have given perfect satisfaction, and we consider them superior to any now in use, combining as they do the power of arresting the sparks and cinders, without affecting the draft of the engine. Respectfully yours,

E. P. WILLIAMS, Superintendent.
M W. MASON, Supt. of Machinery.
To DAVID MATTHEW, Esq.

—

Rochester, August, 1842.

We, the undersigned, have used D. Matthew's Patent Spark Arresters and Chimney on the locomotive engines used on the Auburn and Rochester railroad, of different manufacturers, viz: Rogers, Ketchum & Grosvenor, Norris, and Eastwick & Harrison, for more than one year; and all the engines using these Spark Arresters and Chimney have made steam as free as with any other pipe we have ever used; and we believe the draft is as good as any other pipes of the same dimensions, and prevents the escape of sparks and cinders. There has not been any expense for repair on the Spark Arrester or Chimney since they have been put on the locomotive engines; and we further think that they will last for years with little or no repairs.

THOS. SNOOK, Supt. M. P.
CHARLES W. HIGHAM,
N. C. MARTIN,
WM. HART,
Locomotive Engineers.

—

Syracuse, August 21, 1842.

We, the undersigned, locomotive engineers on the Syracuse and Utica railroad, have used during the last two years, David Matthew's "Patent Spark Arresters and Chimneys," and on our engines we have been able to generate steam as freely as with any other pipe we have ever used. The draft is as strong and free as that of an open pipe of the same diameter, and most effectually prevents the escape of fire and cinders. There have, as yet, been no repairs required to any of these pipes, and we believe they may be used for years with but trifling expense to keep them in perfect order. We certainly consider this pipe a great improvement over any other with which we have been acquainted.

DAVID BEGGS, Supt. M. P.
PETER GRANT,
WILLIAM McGIBBON,
WILLIAM CESSFORD,
JAMES BONNER,
JOHN VEDDER, Jr.,
Locomotive Engineers.

—

Syracuse, April 4, 1847.

Mr. DAVID MATTHEW:

Dear Sir—Your letter came duly to hand, in relation to the Spark Arresters. Those which we use are all of your patent; and on the neighboring roads we got others to try, but they were not good, and we had to substitute yours.

I am, dear sir, yours respectfully,
DAVID BEGGS,
E. M. P. Sy. and Utica Railroad.

Utica and Schenectady Railroad Office,
May 5, 1847.

Mr. DAVID MATTHEW:

Sir:—In regard to the "Spark Arrester." several kinds have been tried; but yours, as you left it, has been constantly in use. We have your patent on fifteen engines, and use no other kind. Nothing tried here has been so acceptable to us.

Respectfully your ob't serv't,
WM. C. YOUNG,
Supt. and Eng. U. & S. R. Co.

—

Locomotive Works, Philadelphia,
February 2, 1850.

MR. DAVID MATTHEW, Vulcan Works, Baltimore:

Dear Sir:—Your letter of 30th ultimo reached us only this morning, and in reply we would state, that we have not had much opportunity of judging of the merits of your Pipe in comparison with others, but that on the Utica and Schenectady Railroad, where we have a number of our engines running, your Pipe is exclusively used, and preferred to all others. Yours, very truly,
NORRIS, BROTHERS.

—

Patterson, N. J., Feb. 6, 1850.

Mr. DAVID MATTHEW, Baltimore:

Dear Sir:—Your favor of the 31st January is received. When we used your Spark Arresters on our locomotives they gave entire satisfaction, and we should have continued to use them if we could have procured them; but the gentleman at Catskill, who, we understood, had made arrangements with you respecting the sale of the right to use them, refused to furnish them, except there was an agreement made for selling the right to the whole road. This we could not do, which compelled us to procure our Spark Arresters elsewhere.

We have often been applied to for your Spark Arresters; but as we could not procure them, we have been obliged to furnish others.

Your Spark Arresters have been highly spoken of by all those that we know who have used them, and we think they are equal to any in use.

Very respectfully,
ROGERS, KETCHUM & GROSVERNOR.
Per S. J. ROGERS.

—

Utica and Schenectady Railroad Office,
Schenectady, Feb. 19, 1850.

DAVID MATTHEW:

Dear Sir—I received yours of January 25th, in reply to smoke-pipes, we consider the Spark Arrester of yours, used by us, far superior to any in use.

Respectfully, your obedient servant,
C. VIBBARD, Sup't U. & S. Railroad.

—

Mr. DAVID MATTHEW—

Dear Sir:—In reply to your enquiries I have to state, that I have been engaged in the manufacture of your "Spark Arrester and Smoke-Pike for steam engines," for over ten years last past.

I have no hesitation in saying, that your "Spark Arrester is the best that has ever been in use in this country. I have seen all others, or nearly all others tried, but your invention, as patented 31st December, 1840, possesses all the requisites for railroad and other uses in a degree decidedly superior to them all. I am now employed as an engine builder in the establishment of the Hudson River Railroad, and after a careful trial of all the spark arresters and pipes most esteemed in this country, we have found yours to be decidedly the best, and, in this opinion I am supported by the chief superintendent of motive power of that road, who has so expressed himself to me.

I am, very respectfully, your ob't serv't,
JOHN TAYLOR.

—

DAVID MATTHEW, Esq:

Dear Sir—Your "Patent Spark Arrester," has been in use on our Locomotives since 1840, during which time we have tried several of a different construction. We can recommend yours as being the most effective and economical of any used by us. Little or no inconvenience from sparks is suffered by passengers; nor is the draft obstructed. From the best estimate we can make they can be kept in repair for about ten dollars each per year.

C. VIBBARD, Superintendent.
V. BLACKBURN, Mast. Ma.

Office of the Syracuse and Utica R. R. Co.,
Syracuse, August 7, 1851.

My Dear Sir:—I am glad that you obtained your right of building Spark-Arresters, and most certainly it is the best in use, and generally approved of. I think they are using them pretty generally on the Hudson River R. R., and all the other patents which have been made since the date of yours, are copies in some degree, from yours. Anything that I can do to forward your interests in this matter will be done with cheerfulness. I think of going to Philadelphia this summer, and shall call on you.

Yours, very truly, D. BEGGS.

—

Utica and Schenectady Railroad Office,
Schenectady, August 30th, 1851.

This is to certify that Mr. David Matthew's Spark Arresters have been used on a number of the locomotives constructed by the Newcastle Manufacturing Company. They have, in all cases, given entire satisfaction. With them the exhaust pipes can always be made sufficiently large to ensure a full discharge of steam; while at the same time, they afford the necessary draught, and completely stop the sparks. I cheerfully recommend them to the attention of railroad companies and manufactures of locomotive engines.

ANDREW C. GRAY,
Pres't Newcastle Manufacturing Co.

—

Albany, September 8th, 1851.

Gen. W. SWIFT:

Dear Sir—This will serve to introduce to your favorable notice Mr. David Matthew, who is the inventor, and holds the patent for a Spark Arrester, which has been used by many of our railroads on their locomotives. I consider it a valuable improvement, and do not doubt but Railroad Companies will generally use it. Yours respectfully,
ERASTUS CORNING.

—

Office Hudson River Railroad,
New York, February 14, 1852.

D. MATTHEW, Esq.,

Dear Sir—I am so little acquainted with the merits of different kinds of Spark Arresters, that I do not feel competent to give an opinion for publication. I know that your Arrester is a good one, and has been highly esteemed on the roads where I have been employed. But I have not sufficient practical knowledge of the subject, to venture any comparison of its merits with other kinds of arresters.

Yours truly, O. H. LEE, H. R. R.

—

Office of the Hudson River R. R.,
31st st., New York, May 16, 1852.

Mr. DAVID MATTHEW:

Dear Sir—I have been acquainted with your Spark Arrester since its introduction, and have carefully watched its operation in comparison with many others. I have no hesitation in saying, that as a Spark Arrester without diminution of draft, it has no equal in use. I have been able to use a much larger exhaust pipe than with other pipe, and, from experiments recently made, I am satisfied that the Cap, or Spark Arrester, is no impediment to the draft of the open chimney. Very respectfully,
HENRY WATERMAN,
Superintendent of Motive Power.

—

I have this day purchased the right to use the above pipes on the Saratoga and Washington railroad, and concur in all that Mr. Sargent has said of them. J. VAN RENSSELAER,
Superintendent S. & W. R. R.
Saratoga Springs, May 22d, 1852.

—

Albany and Schenectady Railroad, Albany.

Having used Mr. Matthew's Spark Arrester on our engines, and considering it a valuable invention, we have purchased the right to use it on our road. E. C. M'INTOSH, President.

—

Schenectady and Troy R. R. Office,
Troy, July 20th, 1852.

I have this day purchased the right to use Mr. Matthew's Spark Arrester on this road; I have been acquainted with this Spark Arrester for ten years, and consider it the best that has come under my notice. EDWARD MARTIN,
Superintendent S. and T. R. R.

Office Rensselaer and Saratoga Railroad,
Troy, May 22d, 1852.

This may certify that I consider the Patent Locomotive Smoke Pipes and Spark Arrester of D. Matthew's as more economical and safe than any now in use. It is more durable, and throws less fire and cinders, without impairing the draft, they have been in constant use upon the different roads under my charge since 1841, as have all the other various kinds now used, and after this long experience and careful observation, I am entirely satisfied that those invented by Mr. Matthew are decidedly the best, and I have secured the right to use the same by this company, and the Saratoga and Schenectady railroad company, by purchase made yesterday. L. R. SARGENT, Superintendent.

—

I have this day purchased of Mr. Matthew the right to use his Spark Arresters on the Syracuse and Utica railroad. I believe it is the best pipe there is. JOHN WILKINSON,
President S. & U. R. R.
Syracuse, July 16, 1852.

—

I have this day purchased of Mr. David Matthew the right to use his Patent Spark Arrester on the Rochester and Syracuse railroad, during its present term, and renewal or extension, believing it to be the best Arrester now in use.

CHARLES DUTTON, Supt.

—

Superintendent's Office
Buffalo and Rochester Railroad Co.,
Buffalo, July 29, 1852.

David Matthew, Esq., has this day conveyed to this company the right to use his Spark Arrester patented in 1840. It has been in use on this road for some years past, and gives better satisfaction than any other improvement claiming the name of Spark Arrester. HENRY MARTIN,
Superintendent, J. W.

—

☞ REFERENCE is made to the following Gentlemen and Companies, with whom Agencies have been established for the sale of the Spark Arrester, and rights under the Patent:—

Erastus Corning, Esq., Albany, N. Y.; Messrs Rogers, Ketchum and Grosvenor, 74 Broadway: New York city, and at their Works in Patterson, N. J.; The New Jersey Locomotive Machine Company, at Patterson N. J., James Jackson, President,—address also at Patterson, Messrs William Swinburne & Co., Locomotive Builders, Patterson, N. J.; Messrs. Norris, Brothers, Philadelphia, Pa.; M. W. Baldwin, Esq. do; A. C. Gray, Esq., Newcastle Manufacturing Company, Newcastle Delaware; the Schenectady Locomotive Iron Works, Schenectady, N. York; The Boston Locomotive Works, Boston, Mass.; The Taunton Locomotive Manufacturing Company, Taunton, Mass.; Wm. Cundle Patterson, N. J.; Clute & Brothers Schenectady; Peter Smith, Albany, N. York; Thomas Snook, Rochester, N. Y.; Nashville Manufacturing Company, Nashville, Tenn.; Niles & Co. Cincinnati, Ohio; Cuyahoga Works, Ohio City.

All applications for the use of the above Patent Rights, etc. for the New England States, and New York, East of the Hudson River, to be made to H. VAN KURAN, Boston Locomotive Works, Mass., or to D. MATTHEW, Patentee, Philadelphia, Pa.

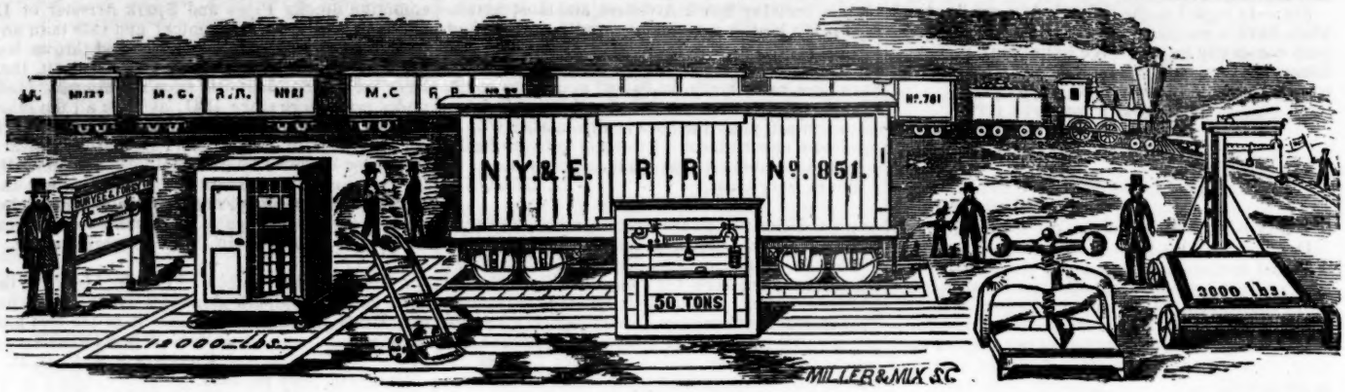
NOTICE.—Railroad Companies getting new engines, can have Matthew's Patent Spark Arrester placed on them, by applying to the manufacturers, so that the apparatus costs them nothing but the patent right. This they will find of great advantage to them. D. M.

To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity. and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives, they are the only *reliable* Gauge yet introduced.

CHAS. W, COPELAND,
Consulting Engineer, 64 Broadway.
Aug. 28, 1852 -6m*

ROCHESTER SCALE WORKS.



DEPOT SCALE, 6 TONS, AND FIRE KING SAFE. **TRACK SCALE, 100,000 LBS.** **RAILROAD MANIFEST PRESS.** **IRON SCALE, 1 1-2 TONS.**

DURYEE & FORSYTH, MANUFACTURERS, ROCHESTER, N. Y.

THE Subscribers are prepared to furnish upon order, RAILROAD SCALES of superior quality at *reduced rates*; Warehouse Trucks: Manifest Presses and Books; also, COVERT'S FIRE KING SAFES.

It has been decided by Scientific Gentlemen, that our Scales are preferable to all others, from the fact of their being made stronger and more substantial, more material used in the construction of the Levers, which renders them much safer and more durable.

OUR MOTTO is, to excel in the articles we manufacture; *therefore the best materials are used. The best model and plans are adopted*, to make them the most desirable for the market.

All the Scales manufactured at this establishment are made under the immediate supervision of our Mr. DURYEE, who is a practiaal mechanic of long experience in the manufacture of weighing machinery, and can be relied upon as being as '*Durable and Accurate*' as any scales in the market; the bearing edges are made of the best *Cast Steel*, well tempered, and great care taken in their adjustment.

A large majority of the Track, Depot and Portable Scales in use by the New York and Erie Railroad Co. were furnished by us. Also, the Michigan Central Railroad is furnished exclusively with our Scales.

The facilities that we have for manufacturing with new and improved machinery, and the central position we occupy for shipping to the different markets, enables us to undersell other makers of similar scales from 10 to 15 per cent.

All orders will receive prompt attention.

DURYEE & FORSYTH.

GENERAL DEPOTS:

Wm. T. Pinkney, Jr.,	Agent,	166 Pearl st., N.Y.
Raymond, Ward & Co.,	"	Chicago, Ill.
Mumford & Hosken,	"	Lafayette, Ind.
Crawford & Reynolds,	"	Cleveland, Ohio.
Joseph E. Elder,	"	St. Louis, Mo.
Byram, Miller & Shreve,	"	Louisville, Ky.

The following Railroads have been furnished with our Scales and Wares, exclusively or nearly so:

New York and Erie,	Cleveland and Columbus,
New York and Harlem,	Michigan Central,
New York and N. Haven,	Mad River and Lake Erie,
Sandusky, Mansfield and Newark,	Paterson and Hudson R.,
Indianapolis and Bellefontaine,	Cincinnati, Hamilton and Dayton,
Syracuse and Utica,	Buffalo and Rochester,
Columbus and Xenia,	Rochester and Syracuse,
Lexington and Frankfort,	Louisville and Frankfort,
Hillsboro' and Cincinnati,	Chicago and Galena,
Greenville and Miami,	Dayton and Western,
Cayuga and Susquehanna,	Central Ohio,
Rome and Watertown,	Chemung,
Rutland and Washington,	Illinois Coal Company,
Erie and State Line,	Buffalo and State Line,
Rochester, Lockport and Niagara Falls,	Cleveland and Pittsburg,
	Michigan Southern,
	American Express Co.,

The Hon. Canal Commissioners, and Engineers of the Erie Canal Enlargement.

—

Michigan Central R. R. Office,
Detroit, May 10th, 1852.

MESSRS. DURYEE & FORSYTH,
Rochester, N. Y.,

Gentlemen: We have in use upon our road nearly one hundred of your Scales, comprising most of the sizes ordinarily in use upon railroads, many of which have been in service four or five years.

They have kept in adjustment well, retain their sensitiveness, and we regard them as strong, accurate, reliable, and in every respect satisfactory.

Respectfully yours,
J. W. BROOKS, Supt.

—

New York and Erie Railroad,
Supt's Department Gen'l Freight Office,
New York, June 21st, 1852.

To MESSRS. DURYEE & FORSYTH,
Rochester,

Gents: This company have had in use on their road for three years past about fifty of your Railroad Track, Depot and Portable Scales. It affords me much pleasure to assure you that I consider them fully equal to any scale in use on the road, in point of strength, durability, accuracy and finish.

I am very respectfully, your ob't serv't,
SAM. BROWN, Gen'l Freight Ag't.

—

The following Report was made by the Hon. Canal Commissioners of the Erie Canal Enlargement, to the Legislature of the State of New York, Feb. 3d, 1852.

WEIGH LOCK SCALE.

It is but justice to say that the new Weigh Lock at Rochester abundantly sustains the reputation claimed for it by its worthy and scientific builders.

Messrs. Duryee & Forsyth have constructed for this lock, scales of superior power, and may well challenge comparison with any similar work in or out of the State. The mode of adjustment is so easy and simple, that great certainty is secured in determining large or small weights.

Report on Duryee & Forsyth's Weigh Lock Scale, by the Committee of the State Agricultural Society.

The Committee appointed to examine the Weigh Lock Scale in the City of Rochester, manufactured by Messrs. DURYEE & FORSYTH, of said city, have performed the duty assigned them, and report that they regard it as an admirable piece of mechanism, which reflects great credit on the builders. Length of Scale, 80 feet; width, 20 ft.; height, 32 ft.; weight of scale, 75 tons: capacity of weighing 400 tons.

Considering the weight and strength of the materials used, the delicacy and accuracy of this apparatus for weighing loaded canal boats of the largest class, this scale excites universal admiration. One of the committee tested it when under the pressure of a weight of 219 tons 900 lbs., and it clearly indicated a small additional weight within five pounds.

Any description of this Scale would hardly be intelligible without drawings, which the committee have not at command. It has no equal known to the committee. They recommend that a GOLD MEDAL be awarded to DURYEE & FORSYTH, for the manufacture of an article so important to the protection of the revenue of the Erie canal, and to the accurate weighing of an incalculable amount of private property.

C. DEWEY,
DANIEL LEE.

Rochester Sept. 20th, 1851.

—

We have received the Society's FIRST PREMIUMS, DIPLOMAS AND SILVER MEDALS, annually, since 1848, for the best Scales and exhibition. We hav also received the DIPLOMAS and SILVER MEDAL of the American Institue, New York, and DIPLOMA of the Mechanics' Fair in Boston. Also, the HIGHEST PREMIUMS IN MONEY and DIPLOMAS of the Provincial Fairs, Canada, and State Fairs in Ohio and Michigan.

$200,000 SEVEN PER CENT. CONVERTIBLE BONDS OF the NEW-CASTLE and RICHMOND RAILROAD.—The undersigned offer for sale TWO HUNDRED SEVEN PER CENT CONVERTIBLE BONDS for $1,000 each, of the NEW-CASTLE and RICHMOND RAILROAD COMPANY, with Interest Coupons attached, payable semi-annually at the office of the Ohio Life Insurance and Trust Company, in New York. The Bonds are payable at the same place in fifteen years and are convertible into the stock of the company within five years.

These Bonds are secured by a mortgage executed by the Company to George Carlisle, of Cincinnati, and Joseph B. Varnum of New York, Trustees of the road from Richmond in Wayne County, to New-Castle in Henry County, including the superstructure, iron rails, depots, tolls, privileges and franchises of the Company. This mortgage is the FIRST AND ONLY LIEN upon this section of the Road, which is a part of the great Trunk Railroad from Cincinnati to Chicago.

The New-Castle and Richmond Railroad extends from Richmond to Logansport, 103 miles, the whole of which is under contract, and about one thousand hands are now employed on the road.

The total amount of stock subscribed upon the whole road is $509,400. The stock applicable to the construction of the road from Richmond to New Castle is $250,900.

This railroad passes through the most fertile, populous and highly improved part of Ohio and Indiana, and it must become the great route for freight and travel between Cincinnati and Chicago and the Northwest.

The local business alone would be sufficient to make the road profitable. The counties of Indiana through which it runs produce annually more than two millions of bushels of wheat, five millions of bushels of corn, one hundred and fifty thousand hogs, and fifteen thousand cattle, a large part of which must be transported to market on this road.

The iron rails for more than fifty miles of the road have been purchased. Ten miles of the road, from Richmond to Washington, will be completed and in operation in November next, which will make a continuous railroad of about 70 miles from Cincinnati, by way of Hamilton, Eaton and Richmond.

The holders of the bonds will have for ther security the obligations of the company, with subscriptions of stock to the amount of more than half a million of dollars, and a mortgage upon the road from Richmond to New Castle, with the iron rails, superstructure, tolls and franchises of the company.

CARPENTER & VERMILYE, 44 Wall-st.
CAMMANN WHITEHOUSE & Co. 56 Wall-st.